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HONGKONG WEEKLY
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7.00 a.m. to 10.00 a.m. Every 10 minutes.
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11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
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10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.00 Noon. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
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14, DES VŒUX ROAD, CENTRAL. [a134]

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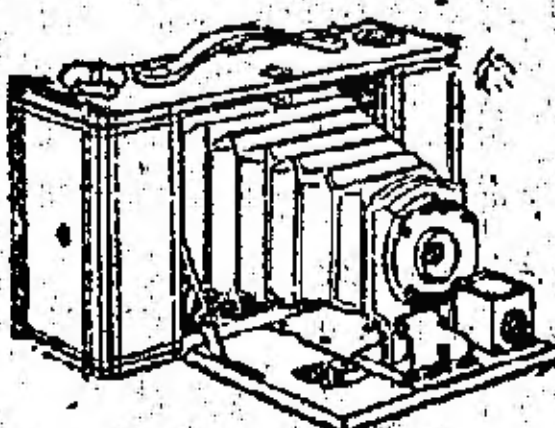


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Hongkong, 21st March, 1911. [479]



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Hongkong, 14th March, 1911. [445]

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Hongkong, 24th February, 1911. [359]

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Hongkong, 23rd January, 1911. [215]

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Hongkong, 24th July, 1905. [a224]

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Telegraphic Address "COMFORT,"
Hongkong.
Hongkong, 1st September, 1910. [a43]

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Hongkong, 4th December, 1907. [a32]

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Hongkong, 27th January, 1910. [408]

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Hongkong, 21st September, 1905. [478]

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DEATHS.

On the 22nd March, at Shanghai, VICENTE

EMILIO BRAGA. (By telegram.) [489]

On the 22nd inst. at her father's residence,

Bombay, SHIRINBAI, the second daughter of Mr.

Sorabjee Dhanjeebhai Setna, and wife of Mr.

Ardesir Nusservanjee Kharival, aged 25 years.

Deeply regretted. (By telegram.) [489]

HONGKONG OFFICE: 10A, DES VUE ROAD, C

LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, MARCH 23RD, 1911.

To the resolution which it is the intention

of H.E. Major-General ANDERSON to move

at this afternoon's meeting of the Legislative

Council on the subject of the rebate of

Liquor duties to the Naval and Military

authorities, no objection can be taken,

unless it be on the ground that it does not

become the Council to make any suggestion

or recommendation whatever to the

Secretary of State for the Colonies on the

subject. His Excellency the General Officer

Commanding the Troops desires to secure a

vote of the Council requesting the permis-

sion of the Secretary of State for the

Colonies to deduct from the Military Con-

tribution accruing from Liquor duties in

each year a sum equal to the ascertained

amount of these duties paid by the Military

and Naval Authorities, and that such sum

be paid as heretofore to the Military and

Naval Authorities in order that the officers

and men of His Majesty's Naval and Land

Forces may not suffer financially from the

imposition of the duties while serving in

this Colony. It seems to us that the

Civilian population might seek relief on

precisely the same grounds, though, as we

have said, if the War Office is prepared to
to reduce the military contribution by a
sum equal to the duties payable on the
liquors consumed by the officers and men of
His Majesty's Naval and Military Forces
serving in the Colony, the taxpayers will
have no substantial grievance, because
the Colony will derive the full benefit
of the taxation. The resolution, if
adopted, should at least have the
effect of emphasising the necessity for a
reconsideration of the whole question of our
military contribution. Down to 1890 this
Colony was paying an annual sum of
£20,000 as a military contribution (a sum
not greatly in excess of that which it will
probably have to pay this year on the liquor
revenue alone). In 1889 when the War
Office decided to strengthen the garrison
the Secretary of State required the military
contribution from the Colony to be doubled.
There was strenuous opposition, but a
resolution was carried in the Council by the
official vote giving effect to the instructions
received from Home. Six or seven years
later, again by instructions from the
Colonial Office, an Ordinance was
passed fixing as the contribution 17½
per cent. of the Colonial revenues, such
percentage to include the cost of all
military works and buildings, but not to
cover any capital expenditure required for
military lands and buildings. The con-
tribution was made on this basis down to
1901 when another Ordinance was passed
to combine in the amount of the
contribution these annual payments on
account of barracks, defence works and other
extraordinary military works. The percent-
age was then fixed at 20 per cent. of the
Colonial revenues, and on this basis the
contribution has been paid during the last
ten years. Now, the ordinary revenue of
the Colony at the time of the passing of
this ordinance was \$3,500,000 and it was
anticipated that this would probably
represent the approximate annual revenue
of the Colony for some years to come. Thus
the military contribution would amount to
\$700,000. The Colonial Secretary of the
day wrote: "The arrangement now proposed
will be more advantageous to Hongkong
than the present system, under which the
Colonial revenues are continually called
upon to meet the cost of necessary works,
the amount of which cannot be anticipated."
Well, has the arrangement proved advan-
tageous to Hongkong? We do not think so.
The Colony's annual expenditure has
increased greatly since then, and for some
years past the Colony has had to raise
nearly double the amount the revenue
stood at when the 20 per cent. basis of
the military contribution was decided upon,
and, as we have on previous occasions
pointed out, the more the Colony is taxed in
order to meet its necessary expenditure the
larger is the amount demanded for the War
Office chest. The Army Estimates have not
increased in anything like the same propor-
tion as Hongkong's military contribution
during the past ten years. The facts then
being what they are, H.E. the General does
not seem to be asking too much of the War
Office when he suggests the reduction of the
military contribution by a sum equivalent
to the amount of duties levied by the Colony
on the liquor consumed by the officers and
men of the Forces serving here. The War
Office by some readjustment might be able
to afford it; the Colony cannot fairly be
asked to make the sacrifice.

Dr. Morrison, the well-known correspondent
of The Times, has returned to Peking.

The Bandmann Opera Co., which is having a
very successful season in Singapore, will not
open in Hongkong until the 5th prox.

A correspondent who writes to us on the
subject of the dangers of motor traffic in Hong-
kong suggests the prohibition of automobiles
on the island.

A Bangkok contemporary mentions that Mr.
R. W. Atkinson, formerly of Hongkong, is
suffering from blood poisoning of the foot, and
that an operation was to be performed on the
14th inst.

At the Magistracy yesterday two Chinese boys
were ordered to be whipped and to be detained
24 hours for having been in unlawful possession
of a district watchman who arrested them.

The superintendent of a private girls' school
in Tokyo and 249 other women have presented
the Diet with a petition, stating that the present
law for the control of Japanese women secretly
going abroad is not sufficiently efficient, and
that it is desirable to have much stricter regu-
lations in order to prevent female stowaways from
sailing abroad.

The Manchuria Daily News states that the
present plague situation has impressed upon
Viceroy Hsi-ling, as nothing else can, the pri-
mary importance of propagating medical and
hygienic knowledge among the general populace.
The Viceroy is reported to be considering seri-
ously the project of establishing at Mukden a
medical college on an extensive scale.

TELEGRAMS.

[Protected by the Telegraph Message
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THE NATIONAL ASSEMBLY.

OFFICIAL CHANGES INDICATING
RESTRICTION OF ACTIVITIES.

PEKING, March 22nd.

H.I.H. Prince Pu-lun, President
of the National Assembly, has been
transferred to the Presidency of the
Board of Works and Commerce.

This is considered to be a result of
his advocacy of the re-convention of the
National Assembly, though it is
represented that his able services are
now available to assist the distressed
farmers to replace poppy cultivation,
by other crops, which the inefficient
Prince Pu-ting has neglected to
encourage.

The appointment of the reaction-
ary ex-Grand Councillor Shih Hui to
the vacancy is thought to indicate
the restriction of the activities
of the National Assembly.

The resolute Li Chia-Chu, Vice-
President of the Board of Education,
who was educated in Japan, replaces
Shen Chia-pen as Vice-President of
the Assembly.

THE JAPANESE ANTARCTIC
EXPEDITION.

STATE AID APPROVED.

TOKYO, March 22nd.

A representation asking for State
aid for the Shirase Expedition to the
South Pole has been approved by the
Diet.

[REUTERS SERVICE TO THE "HONGKONG
DAILY PRESS."]

THE VETO BILL.

EFFORTS TO COMPROMISE.

LONDON, March 22nd.

Strong rumours are current in the
House of Commons lobby that the
constitutional crisis will not be settled
before the Coronation, and that the
Veto Bill will not be passed before
the end of August.

Both the "Morning Post" and the
"Daily Chronicle" state that promi-
nent Liberal and Labourites have
lately been sounded relative to their
willingness to consider a compromise.

NEW TURKISH LOAN.

LONDON, March 22nd.

Reuter's correspondent at Berlin
wires that the new Turkish Customs
Loan of 160 million francs has been
issued.

The lists closed immediately.

THE BAGDAD RAILWAY.

LONDON, March 22nd.

A Constantinople message states
that the agreement between the Porte
and the Bagdad Railway Company
has been signed. It is expected that
the railway will reach Bagdad in five
years.

In addition to the other changes
announced yesterday the Company
renounces the construction of Port
Basra as a port and terminus on the
Gulf in favour of the new Ottoman
Company, wherein the Bagdad Com-
pany consents to a lesser participation
than the Ottoman capital, but on
condition that the capital equals that
of any non-Ottoman nation.

[FROM SOUTHERN NEWSPAPERS.]

SANDHURST ENTRANCE EXAMINA-
TION ABOLISHED.

LONDON, March 15th.

Mr. Haldane, introducing the British
Army Estimates, and dealing with the short-
age of officers, proposed to adopt the system
of nomination for Sandhurst by headmasters,
who would be required to say that the
nominees had shown the real capacity of
Englishmen.

The preliminary examination would be
abolished and each case recommended would
be considered.

SUPREME COURT.

Wednesday, March 22nd.

IN BANKRUPTCY.

BEFORE HIS HONOUR SIR FRANCIS
PAGETT (CHIEF JUSTICE).

APPLICATION FOR DIRECTIONS.

Re Chan Tai and others.

Mr. A. G. M. Fletcher, Deputy Official Re-
ceiver, said he made this application for
directions. On September 21st, 1907, a man
named Li Fuk Hing filed a proof of debt claim-
ing \$7,400. He produced three borrowing notes,
and it was found that the largest, which was
for \$7,000, contained an impressed stamp for
five cents, while the other two notes had no
stamps at all. The Official Receiver decided
that these notes were promissory notes, and that
decision was endorsed by the Court. On
September 4th, 1908, Li Fuk Hing brought
the matter before the Court, and the Court de-
cided that relief should be sought under the
Stamp Ordinance.

Mr. Croyther Smith, who appeared for Li
Fuk Hing, said the Court decided that nothing
could be done with the documents until
the terms of the Stamp Ordinance had been
complied with.

Mr. Fletcher—if the notes were properly
stamped I should admit the debt, but under the
Ordinance it cannot be admitted, so I come to
the Court and ask whether I should pay this
dividend.

Mr. Smith—The notes were produced when
the proof was filed, and no question was raised
then. Nothing was said until after the time
given the Official Receiver for refusing to
accept proofs, so I think it might be taken that
the proofs were admitted.

His Lordship—That cannot be. The Court
is not allowed to look at these documents.
Mr. Smith—A petition was sent to the
Governor, but he said he did not think it was
a matter in which he could do anything. There
is no doubt about this money being owing,
and it can be proved by putting the debtor in
the box.

His Lordship—Unfortunately he has put
these promissory notes in.

Mr. Smith—if the money is owing I don't
see that it matters.

His Lordship—Since he has produced these
promissory notes the Court must disregard them.

Mr. Fletcher—I have no objection whatever
to pay this dividend, but if I do pay it I am
liable to a penalty before the police magistrate.

His Lordship—I will look into the papers and
see what was done, but so long as the promissory
notes are before the Court I can do nothing.

Mr. Smith—Can we withdraw them?

His Lordship—You must take such steps as
you think fit. (To Mr. Fletcher)—What
state is the bankruptcy in?

Mr. Fletcher—I want to pay a final dividend
and wind the thing up.

His Lordship—I will look into the papers and
see what can be done, and deal with the matter
in Chambers.

DISCHARGE GRANTED.

Re Lam Pak Loung.

Mr. Hinds (of Messrs. Brutton & Hett) said
he applied for the discharge of the debtor at the
last sitting of the Bankruptcy Court, but the
Official Receiver opposed the application. He
understood now that opposition to the debtor's
discharge had been withdrawn.

Mr. Fletcher stated that at the last sitting
of the Court his Lordship authorised the
Official Receiver to take criminal proceedings
against the debtor. Those proceedings were
brought in due course with the advice of the
Crown Solicitor, and in the course of them cer-
tain parties came forward and paid a sum
sufficient to liquidate the debtor's liabilities.
Proceedings for a misdemeanour were then
withdrawn.

His Lordship—There is no objection to the
discharge?

Mr. Fletcher—No.

Mr. Hinds stated that it was neither the
bankrupt himself, nor the brother who was
charged with having committed this misdemean-
our, who has paid this money. Both parties
were anxious that the criminal proceedings
should be proceeded with because they had an
absolute answer to every charge made against
them.

The discharge was granted.

APPLICATION FOR ADJUDICATION.

Re Chung Shing Tong.

Mr. Fletcher stated that it was an applica-
tion for adjudication. All the partners had
absconded, and one had been arrested in Shang-
hai with a large sum of money on him. A
receiving order was made on December 10th,
1910. He had not held the ordinary meeting of
creditors because he was not certain of the
monies and was waiting for a detailed account
from Shanghai. He asked for an order of ad-
judication so that he could deal with the matter.

His Lordship made the order.

ADJUDICATED BANKRUPT.

Re Chu Hok Chiu.

Mr. Barlow (of Messrs. Goldring, Barlow &
Morrell) made this application on behalf of the
petitioning creditor. He said he obtained a
receiving order in January, and the act of bank-
ruptcy was notice by the debtor of suspension
of payment. The debts amounted to about
\$120,000 and the assets were about \$42,000. The
petitioning creditor's debt was \$512 for principal
and interest due on a promissory note.

Mr. Fletcher—I think the petitioning credi-
tor's information is somewhat inaccurate. An
interim receiving order was made on January
21st, and from what the bailiff told me the debt-
or had nothing to seize.

His Lordship—Then you doubt the assets?

Mr. Fletcher—The assets are said to be
\$43,000, \$23,000 due on a promissory note and
\$20,000 in goods. When I wrote to my friend

and asked where the goods were he informed
me that the bulky goods he knew of was a
quantity of human hair which was mortgaged
to certain banks.

His Lordship—Is there a margin on the
value of hair?

Mr. Fletcher—I have not inquired.
Mr. Barlow said he understood the margin
put on it was about \$20,000.

His Lordship—That is sensible at once.
Mr. Fletcher said he had made inquiries and
was told that there would be no margin.

An adjudication order was made.
A QUESTION OF PRACTICE.

Re the Kwong Sai Leung firm.

Mr. P. S. Dixon, who represented the peti-
tioning creditor, applied for a receiving order.
Mr. Needham said he had a petition on the
file on behalf of W. M. Watson trading as
John D. Hutchison & Co.

Mr. Dixon—My petition takes precedence.
My friend gets his costs for protecting the
estate, but as my petition is first in date it
takes precedence.

His Lordship—Is there any authority?

Mr. Fletcher—I think the second petitioner
ought to have searched the file.

His Lordship—I must look into the practice.

Mr. Needham—Among the reasons why your
Lordship should accept our petition is the
negligence of the other petitioner.

Mr. Dixon—I don't admit that.

His Lordship—I will look into the practice
and take the matter in Chambers.

Mr. Fletcher—I would ask that a receiving
order be made.

His Lordship—For the moment I will con-
solidate the petitions, and make a receiving
order.

Mr. Fletcher—I don't know whether I will be
in order to ask for adjudication at the same
time, but the assets are hardly sufficient to pay
the rent and the initial fees, and I wish to sell
as soon as I can to avoid further charges.

An adjudication order was made.

A DEBTOR'S PETITION.

Re A. H. Tavares.

Mr. Fletcher stated that Mr. Tavares made
this petition. There were some assets,
but they were of a very doubtful nature.
He had no objection to a receiving order
being made.

An order was made accordingly.

ADJUDICATION ORDER.

Re Rose White.

Mr. Hinds appeared in this case for the
petitioning creditor. He said there was a debt
of \$1,200, which was partly due for money lent
and for goods supplied. The act of bankruptcy
was giving notice of suspension of payment.

His Lordship—What is the notice?

Mr. Hinds—It was a verbal notice. A man
called to collect money and on February 4th
debtor told him that she could not pay him, as
she had suspended payment of all her debts.

His Lordship—That must be proved.

Mr. Hinds—The man has made a declaration
to that effect. The assets amount to something
like \$5,000, and the liabilities to between
\$10,000 and \$15,000.

His Lordship—You must have something
definite.

Mr. Hinds—\$13,000.

Mr. Fletcher said there had been an interim
order in force. He had sold the debtor's
property and the estate was really wound up, so
he would ask for adjudication, to which the
debtor had no objection.

Mr. Hinds—I don't think there is any power
in the Court until after the first meeting of
creditors.

His Lordship adjourned the matter into
Chambers.

ALLEGED FRAUDULENT PREFERENCE.

The Kwong Sang firm v. Melchers & Co.

Mr. Eldon Potter, instructed by Mr. M.
Reader Harris (of Messrs. Wilkinson & Grist),
appeared for the Official Receiver, and Mr. W.
Slade, K.C., instructed by Mr. Hung (of
Messrs. Deacon, Looker & Deacon), represent-
ed Messrs. Melchers & Co.

Mr. Potter stated that this was an application
on behalf of the Official Receiver that two pay-
ments made by the managing partner of the
bankrupt firm to Messrs. Melchers & Co. be
set aside on the ground that such pay-
ments amounted to fraudulent preference under
section 21 of the Bankruptcy Ordinance,
and that they were contrary to the policy of
the bankruptcy laws. The receiving order was
made on October 28th, 1910, and the two
payments which they said ought to be set
aside were dated the 4th and 5th August of the
same year. A petition was filed and the debtors
were adjudicated bankrupt on the 25th November,
and these proceedings were instituted as the
result of certain admissions made by the
debtor during his public examination. He
hoped to prove to the Court that this
man at a time when he knew he was insolvent
stole stock in trade in his shop and divided
the proceeds amongst three European firms
in this Colony.

His Lordship—Are you applying to set aside
the whole?

Mr. Potter—I am only dealing with one
particular firm at present.

His Lordship—I cannot very well do that. If
I do it all I must do it against all. I cannot
very well single out one.

Mr. Potter said it was not a matter of singling
out one, and that would be clear when his Lord-
ship saw the correspondence. There were two
affidavits, one by Mr. Fletcher, and the second was
the declaration of the late managing partner of the
bankrupt firm. Regarding the latter, they had
received notice from the solicitors instructed by
Melchers & Co. to produce the debtor for cross-
examination. Unfortunately they were not able
to produce him, but notes of his public examina-
tion were taken.

Mr. Slade—Whatever this man said in public
examination is not evidence against Melchers &
Co.

Mr. Potter stated that in consequence of
certain admissions made by this man Mr.
Fletcher took proceedings. They had been
served with a notice to produce him,
but unfortunately they were not able to do so,
because, within the last few days, for reasons
unknown to the Official Receiver, he had thought
fit to go to Canton. Therefore the Official
Receiver was not in a position to produce him
for cross-examination, but Mr. Potter submitted
that

SHIPPING NOTES.

The next outward trip of the *Empress of China* will be her century run.

The damage sustained by the *Carmentis*, which went aground recently on the coast of Japan, does not appear to be very serious, but her cargo, which consisted of sulphate of ammonia, is stated to be considerably damaged by sea water.

A great deal of public attention, the *Japan Mail* states, has been directed to the difference in the methods pursued by Japanese shipping companies. The subject has been brought into notice by the difficulties under which the *Toyoko Kisen Kaisha* labours. The *Nippon Yusen Kaisha*, for example, has a rule from which it never departs. It writes off 4 per cent. from the value of its fleet every year, whether the times be good or bad, and since the new navigation law went into force, this reserve is supplemented by a special reserve for the coastwise vessels. The *Toyoko S.S. Company*, on the other hand, does not write down the book value of its fleet unless its profits enable it to do so. It has not written off anything since 1908, and the sums that should have been so spent since then are said to aggregate 2,811,933 yen.

In connection with the collision at Moji between the British steamer *Bendora*, 4,074 tons, and the steamer *Shinshu*, 1,546, owned by a Korean, Mr. Ota, a barrister-at-law, of Kobe, on behalf of Captain A. Thomson, of the British vessel, has lodged an application for the preservation of evidence against the owner of the Korean steamer, residing at Gessan, Korea. The application says that while the applicant's steamer, which had arrived at Moji from abroad on the 25th ultimo, was moored to No. 2 buoy off Moji Harbour Office, the respondent's steamer entered the harbour on the 4th instant and came into collision with the former vessel. As a result the applicant's steamer was damaged owing to carelessness on the part of those in charge of respondent's steamer. The applicant therefore prayed that before he left Kobe the Court would proceed on board and order two experts to examine the extent of the damage sustained by the vessel. The examination of the *Bendora* was made in Kobe harbour in the presence of Judge and Counsel by an engineer of the Mitsui Bishi Shipbuilding Yard and an engineer of the Kawasaki Dockyard, both of Kobe.

Messrs Lamke & Rogge of Hongkong in their latest freight circular say: "The freight market during the interval under review has undergone a change for the better, a distinctly firmer tone is ruling owing to the scarcity of tonnage, partly caused by the numerous sales of well-known coasting vessels to Japan lately, and partly by practically all Norwegian tonnage being taken up on time-charter, a great deal of which is tied up for quite a length of time. It is remarkable that all German tonnage except such absolutely required to keep up the 'regular lines' is also under time-charter for some time. The North reports that Tientsin has opened, and there is a fair amount of cargo going up to that port. Fixtures from Newchwang to Swatow have already been effected on basis of 30 cents per picul, 'liners' terms, and as the plague seems to be abating it is hoped a revival of trade in the North will soon set in. If everything turns out as expected, and 'regular liners' find sufficient profitable employment in their own sphere, it goes beyond saying that the present scarcity of tonnage will be felt very much, and in consequence freights all round should stiffen."

A correspondent writes to a Penang contemporary drawing the attention of seafaring readers to the necessity for extra caution whilst navigating the F.M.S. side of the Malacca Straits, especially at night at the present time, when numerous and extensive jungle and forest fires obtain. The smoke from these fires is blown off shore in the evening, and hangs like a pall over the coast-line, entirely intercepting the view from Selangor to Malacca, of late, this smoke fog has been particularly obstructive and annoying. For instance, Cape Rachado Light (the glare of which under the most favourable conditions is visible 45 miles, and ordinarily 30 miles) is scarcely visible now, at times, 13 to 15 miles off, so that steaming down the coast one may be on top of Bankok Shoal before the light is sighted. Such is the insidious character of the smoke that, on a moon-light night, especially, the invisibility of the coast-line might be attributed to mere "moon-haze," and the raising of the light expected at the usual time and distance, but the pungent acrid smell of the smoke is a timely warning.

INSURANCE COMPANIES' DIVIDENDS.

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

Subject to audit the directors will recommend that a final dividend of \$4 per share be paid for account 1909, making \$7 for the year, an interim dividend of \$4 per share for 1910, and a bonus of 20 per cent. on contributory premium. They will further recommend that £10,000 be passed to Reinsurance Fund, leaving \$225,358.20 to be carried forward to Underwriting Suspense Account, thus closing the Account for 1909.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

Subject to audit the directors will recommend that a final dividend of \$20 per share be paid for account 1909, making \$50 per share for the year, an interim dividend of \$30 per share for 1910, and a Bonus of 20 per cent. on contributory premium. They will further recommend that £10,000 be passed to Sterling Reserve Fund, leaving \$481,000 to be carried forward to Underwriting Suspense Account, thus closing the Account for 1909.

SPORTING NOTES.

All the league matches of last Saturday being set down for the Hongkong side it so happened that there was a scarcity of grounds, with the result that the meeting between the Remnants and the R.G.A. could not take place. However, April 8th if favourable weather prevails ought to give an opportunity if desired of bringing off matches which have been postponed.

The H.K.C.C. on Saturday seemed to make a special effort to spoil the run of success which has fallen to the R.E. this season. At their previous meeting the result was declared a draw, but on this occasion the Club made matters much more definite by administering a crushing defeat on the champions. The Engineers could not make a stand against the bowling of Payne and Sharpin and went out with the wicket total of 45. To this the Club replied with 295, one of the highest scores registered in league cricket this season. The other matches were of little importance. Kowloon managed to win from the Yorkshires and the Civil Services had to acknowledge another defeat at the hands of Craigengower.

R.E. are now the undoubted champions of the season. They have completed their fixtures and have won 12 out of 16 matches played. Kowloon has also concluded its league programme, likewise Police; and the other clubs have either one or two matches each to play to finish.

The analysis now reads:

	Remnants	H.K.C.C.	Kowloon	Craigengower	R.E.	Police	R.G.A.	Yorks
W	W	W	W	W	W	W	W	W
L	L	L	L	L	L	L	L	L
D	D	D	D	D	D	D	D	D
W	W	W	W	W	W	W	W	W
L	L	L	L	L	L	L	L	L
D	D	D	D	D	D	D	D	D
W	W	W	W	W	W	W	W	W
L	L	L	L	L	L	L	L	L
D	D	D	D	D	D	D	D	D
W	W	W	W	W	W	W	W	W
L	L	L	L	L	L	L	L	L
D	D	D	D	D	D	D	D	D
W	W	W	W	W	W	W	W	W
L	L	L	L	L	L	L	L	L
D	D	D	D	D	D	D	D	D

Preparations for the forthcoming season have been made by the Lawn Bowls League and Championship Committee. Mr. F. Howell has been elected president in succession to Mr. T. Petrie, and Mr. A. Ramsay hon. secretary and treasurer in room of Mr. T. Ramsay. The first matches in the league are likely to be played on May 6th. Entries for the singles championship close on Saturday, April 29th.

The competition for the Football Shield has been less protracted than usual, even with the series of draws which occurred, and already the final stage has been reached. The R.E. went down rather badly to the Naval Yard last Saturday, and now the issue lies between the left half of the K.O.Y.L.I. and the Yard. The naval men, I believe, are fancied for the trophy.

OBSERVER.

THE RUSSO-CHINESE CRISIS.

The *Times* of the 20th ult. in some comments on the diplomatic notes which have been exchanged recently between Russia and China observes:—

It may be presumed that, in view of the attitude of China, the Russian Government will hardly consider it necessary to take the extreme steps which were threatened, even although the Ili River remains invitingly frozen. The way is surely clear now, not to Kuldja, but rather to an amicable revision of a Treaty which both Governments seem to have found rather unsatisfactory in its definitions.

We have refrained from any expression upon the merits of the dispute, and must continue for the present to reserve judgment upon a complication the details of which are obscure. Foreign opinion in Peking takes the view that the complaints of Russia are justified, but advances no specific evidence. The impression is evidently based, less on any direct proof of obstructive or provocative conduct on the part of China in Turkestan—proof from such a remote region is difficult to obtain—than on recent experience of the lightness with which the Chinese appear to regard their treaty obligations upon their frontiers. The somewhat unworthy implication, advanced by the Chinese, that Russia has seized a moment when they are preoccupied by plague and famine, in order to make a coup, is surely disproved by facts and dates. If Russia considers herself aggrieved, she was compelled to register her protest before the arrival of the period when China could denounce the Treaty, and thus place her in a false position if she protested afterwards. Nor can we accept the suggestion that the ultimatum is one development of a policy of aggression mutually agreed upon between Russia and Japan. If, as we hope, the present differences prove capable of early adjustment, both Russia and Japan will have ample opportunity for demonstrating that such suspicions are unfounded. We should have preferred to be able to think that the occasion for advancing them had never arisen. The grievances adumbrated by Russia may be irritating, but do not seem vital enough to make necessary an occupation of territory. Our Paris Correspondent suggests that French opinion regards with disapproval the spectacle of Russia embarking upon fresh adventures in the heart of Asia, while the gratification of Vienna may well serve as an additional warning. Far more directly important than these considerations is the possible effect of extreme pressure upon China at this critical moment in her wavering fortunes. A slight thrust at one of her extremities might cause the present system of governance to collapse like a house of cards, and the resultant chaos would produce consequences which every Great Power would prefer to avoid.

Mr. Nelson E. Bryant has been appointed Acting Deputy Commissioner of Customs at Amoy. Mr. Bryant has been in the Customs service for a period of thirty years. For the past two years he has been in charge of the head desk of the general office at Shanghai.

HOME AND CHINA AFFAIRS.

(FROM OUR OWN CORRESPONDENT.)

London, February 21st.

DAYLIGHT SAVING BILL.

Not content with standing sponsor for the Daylight Saving Bill, Mr. Pearce, member for the Leek division, has just tabled another bold proposal—for the reform of the calendar. If he gets his way, Easter will be a fixed instead of a movable feast. Christmas Day will be made to fall on a Monday every year, the present division of the months will be altered, and the first day of the year will be added to the list of statutory holidays. Especially with all the work that is already overburdening Parliament the member for Leek is a bold man indeed if he hopes to get this measure into law. Church people, clerical and lay, will be dead against it, particularly on the ground that it would cut England off from the observance of Easter and Christmas in common with the rest of Christendom. And nobody seems anxious to add New Year's Day to the holiday list so close to Christmas Day and Boxing Day.

HOME RULE.

There is any amount of chortling among Irish and Radical circles over the introductory debate on the Home Rule policy of the Government. It gratifies them especially to see that there are no weak-kneed ones on the Liberal side except four or five absentees, including Lord Rosebery's son, Neil, and his friend, Mr. Agar Roberts. But among the rank and file of Liberal members the feeling is tinged with misgiving. They are nervous lest the Lords give way and vote the Parliament Bill that limits their veto without making it necessary to swamp them with Liberal peers of a new creation. "If we put in five hundred Liberal peers," said one member in discussing it the other night, "we could pass the Home Rule proposals easily, but if the present House of Lords pass the Parliament Bill and hang on in their present state, it may be that we won't be able to get the Home Rule Bill through before 1914. And before that time who knows what may have happened to the Liberal and Home Rule Party?" But the Conservatives are not putting their hopes on such prospects. They have mapped out a wide programme of anti-Home Rule meetings, designed to rouse the nation against the proposals that have been outlined by Mr. Asquith and blessed by Mr. John Redmond. That all is not well with the Liberal side of the House is clear from the signs of the times, to say nothing about what one hears in private. I travelled a long way the other day with one member on that side of the House who has considerable knowledge of Colonial affairs, and he was blunt enough in regard to his estimates of the occupants of the Treasury Bench. The Premier he cannot abide, the minor men all rouse his ire, and the only man he can find the salt of sincerity in are first Winston Churchill and then Lloyd George.

IMPERIAL EXHIBITION.

There is every prospect of making the great Imperial Exhibition of 1915 a brilliant success. At a meeting held the other day at the Royal Colonial Institute, under the chairmanship of Viscount Hill, a report was presented showing that progress had been made which left the continued development of the scheme beyond doubt. Sir Peter Stewart-Barn is the moving spirit, and he has gathered round him a very notable band of Imperial enthusiasts, including many Colonial statesmen and such peers as Lord Stratford, the Duke of Abercorn, the Duke of Portland, the Earl of Salisbury, and the Earl of Dartmouth. Lord Stratford has guaranteed half of the preliminary expenses fund, and the Advisory Committee is now hard at work putting in the foundation work of what will be one of the most notable expositions ever held to cover the resources of the Empire. Far Eastern travellers will that year be able to take a glut of such shows, for they can cross the Pacific, take in the great Panama exposition that is to be the glory of San Francisco that summer, and then pass on to compare this London one afterwards.

NEW COINAGE.

Though we have now George V. coinage in circulation this week, I understand it will be some time before the stamps bearing the effigy of His Majesty are seen in the mails. When King Edward came to the throne India and South Africa adopted the portraits used on the Home stamps, and they are inclined to follow that precedent now. The Crown Colonies are also bent that way, so it is likely that the stamps now in use will continue till the end of the year. Nor will the King's head design be adopted universally even then. Uniformity became more the rule in King Edward's time, and his head is seen almost everywhere on the stamps of the Crown Colonies, with the exception of the West Indies. The West Indians are locally patriotic and their desire of a distinctive design has hitherto been met. Ships and emblematic groups are the favourite designs among those islands.

ROMANCES OF THE FUTURE.

G. K. Chesterton, who is, perhaps, the most popular of the writers who lightly speculate on shadows cast toward the future, has been telling us what the romances of the future will be like. It was a curious episode of modern history that whole generations of people had devoted themselves to saying what would happen in the next generation, forgetful entirely that on the very few occasions on which people had done that in the past they were always wrong. The romance of the future began with Bulwer Lytton's "Coming Race." Then came "Looking Backward," and "News from Nowhere," after which Mr. H. G. Wells came along with "Food of the Gods," and subsequent prophetic works ended with the inevitable collapse depicted in the "War in the Air." Incidentally, the jester took a rap at

both Socialists and Individualists. Socialism, he declared, was the "morality of shipwreck." He added, "I am opposed to Socialism [as to Individualism]. I think the Socialist is generally a good man, but they are both mad." After that he decided that the future is hidden from man, so he gave himself plenty of scope and declared it might hold anarchy, despotism, or little village communities and no nations at all. But if they heard a man saying, "I see the track quite clear. I see what is going to happen. It is going to end up in Socialism, or Imperialism, or anything else," all he could advise them on was not to believe him.

COMPANY REPORT.

THE CHINA-BORNEO CO., LIMITED.

The Report of the General Manager and Consulting Committee in their eighth ordinary yearly report states:—

The accounts show a profit of ... \$82,380.70
From this has to be deducted:—
Fees to Consulting Committee ... 4,000.00
Leaving available for appropriation ... \$78,380.70

The Consulting Committee recommended that a dividend of \$1.00 per share on the subscribed capital be paid to shareholders. \$46,000.00
Write off Saw-mills ... 8,000.00
" Launches and lighters ... 10,000.00
" engineering works ... 5,000.00
" plant ... 5,000.00
" Hongkong Saw-mills ... 2,879.94
" timber concession ... 1,500.70
\$78,380.70

In addition to the above provision for depreciation, the reserve fund of \$40,000.00 has been applied towards the further writing off of the value of the Hongkong Saw-mills, which will now stand at \$100,000.00.

In accordance with the Articles of Association, Mr. J. W. C. Bonnar retires from the Consulting Committee, but offers himself for re-election.

AUDITOR.

The accounts under review have been audited by Mr. W. H. Potts, who offers himself for re-election.

W. G. DABBY,
General Manager.

STATEMENT OF ACCOUNTS to December 31st, 1910.

Capital—60,000 shares each \$12—\$720,000.00
Less 14,000 shares unpaid each \$12 ... 168,000.00
\$552,000.00
Sundry creditors ... 16,251.63
Balance of working account ... 82,380.70
\$650,632.33

Assets.
Hongkong Saw Mills:—
Value as per last statement ... 142,879.94
Less amount of reserve fund transferred ... 40,000.00
\$102,879.94

Sandakan Saw Mills:—
Value as per last statement ... 111,531.50
Less amount provided for depreciation ... 5,000.00
106,531.50
Since added ... 1,302.85
107,834.35

Steam Launches and Lighters:—
Value as per last statement ... 115,824.80
Less amount provided for depreciation ... 7,500.00
108,324.80
Less value of launch sold ... 9,775.00
98,549.80

Sandakan Engine Works:—
Value as per last statement ... 82,236.77
Less amount provided for depreciation ... 5,070.00
77,166.77
Since added ... 3,563.78
80,730.55

Sandakan Plant:—
Value as per last statement ... 17,945.27
Less amount provided for depreciation ... 1,433.32
16,509.95
Since added ... 443.73
16,953.68

House and Land Property:—
Value as per last statement ... 3,309.53
House and Office Furniture:—
Value as per last statement ... 2,377.13
Timber Concessions:—
Value as per last statement ... 15,134.94
Stocks of timber and material ... 26,008.32
Sundry debtors ... 70,347.45
Cash in hand ... 56,636.74
\$650,632.33

Dr. WORKING ACCOUNT.
To management and office expenses in Hongkong and Borneo ... \$49,152.45
To interest account ... 1,508.11
To exchange account ... 10,311.89
To auditor's fee ... 200.00
To balance ... 82,380.70
\$143,553.13

Cr.
By profit on sale of rough and sawn timber, etc. ... \$143,503.63
By scrip fees ... 49.50
\$143,553.13

E. & O. E.

THE CHINA-BORNEO CO., LTD.

(Sd.) W. G. DABBY,
General Manager.

I have compared the above statement with the books and vouchers of the Company's Office and with the returns from the Borneo and London Offices and found it correct.

W. HURSTON POTTS,
Auditors.

Hongkong, 20th March, 1911.

CUPID'S TRIUMPHS AND MISTAKES.

YEAH'S LOVE STORIES TOLD IN FIGURES.

Among the many official publications issued by the British Government departments in the course of a year none hides so many curious romances as are to be found in the tables of figures prepared by the Registrar-General. There is a love story in every figure of that section of his work dealing with marriages, and in many cases the love story is one regarding which it would be extremely interesting to have further details.

Possibly it is due to the engrossing nature of the work and the speculations to which it gives rise, that the Blue-book for which the Registrar is responsible is always more than a year behind. Thus it is the volume setting out Cupid's work in 1909 that is now to hand. One can well understand, however, the clerk in the Registrar-General's office lingering over his task.

Who, for instance, could pass by the fact that one marriage was that of a bachelor over eighty-five years of age? The bride was a spinster over seventy. Was it a case of a misunderstanding in years cleared up at last?

Then there were the five marriages in which the brides were over thirty-five and bridegrooms under twenty. Here a W. W. Jacobs seems to be necessary to do justice to the story. There was the forty-five of seventy who married a man of forty, the five girls under eighteen who married men over fifty, and the girl of twenty-one whose bridegroom was over seventy. What was the romance hidden here?

EARLY MARRIAGES.
Or, again, he might have paused to wonder what degree of happiness, or the reverse, attended the 360 marriages in which both brides and bridegrooms were under nineteen years, or the even more daring case of the bride of fifteen who married a youth of eighteen.

It might indeed have made him shudder when he realised from the figures before him that in all 10,577 young men under twenty-two years of age took on themselves the responsibilities of marriage, twenty-nine of them marrying widows.

A touch of tragedy would come into his thoughts as he paused over the story of the young widow of nineteen who married a youth of her own age, and of the three widowers under twenty-one. Or, as he went further, to find that in all eighteen girls under twenty-one remarried, four of them marrying widowers.

And so one might go on recapitulating the quaint matrimonial arrangements made by Cupid during the year. Here are just a few more of these condensed romances.

Of the 16,016 widows who remarried, 8,133 chose bachelors; while of the 22,000 widowers who remarried, 14,327 were accepted by spinsters.

Among the 244,538 spinsters who married, 1,728 did not state their ages; while of the 16,005 widows, 441 were equally coy. There were 1,065 spinsters over fifty years of age among the brides, fifteen of them being over seventy. One widow of eighty-five was remarried.

Only 239 of the 238,344 bachelors married were over fifty years of age.

Four girls of sixteen years married widowers.

CHANGING CONDITIONS.
An idea of the change that has taken place in the marriages during the past fifty years may be seen in the following table:—
PER 1,000 MARRIAGES.

	1860.	1909.
First Marriages—Bachelors	851	915
Spinsters	130	92
Remarriages—Widowers	139	95
Widows	90	61
Under 21 years—Men	63	40
Women	194	137
Signed by Mark—Men	255	11
Women	362	13

Thus we see the effect of the later age in life at which the average marriage is made on the number of widows and widowers remarried, and also on the number of minors who marry, while the result of modern educational methods is seen in the great reduction in the number of brides and bridegrooms who could not write.

It is a curious fact that the marriage of minors is more common in Scotland than in England and Wales, while in Ireland the proportion of such marriages is far below that of either Scotland or England and Wales. In England and Wales the highest proportion of marriages among minors was to be found in the mining and manufacturing counties, and the lowest in the agricultural counties.

One interesting fact which appears in the report is that the number of widows is always greater than that of widowers, because, in the first place, men marry later in life than women; second, because the duration of life among men is shorter than that among women; and third, because the proportion of widows who remarry is much lower than the proportion of widowers who remarry.

INDIGNANT JAPANESE BARBERS.

We take the following amusing paragraph from the *Seoul Press*:—

Gossip reports that Japanese barbers here in Seoul threaten to throw the glove at the Teikoku, or Imperial Theatre of Tokyo—the finest theatre in Japan, which has just been built at a cost of one million yen. The trouble, it seems, has its immediate origin in a little paragraph recently printed in the *Osaka Asahi*. Towards the end of last month our enterprising contemporary referred to an exchange of somewhat amusing telegrams between the said Theatre and Ganjiro Nakamura, who, it may be remembered, is one of the greatest stars on the Osaka stage. Ganjiro has been engaged by the Imperial Theatre where he is to play an important part in a dramatic performance from this evening. On the eve of his recent departure for Tokyo he received a telegram from the manager of the Imperial Theatre announcing that he would find at Shimabashi a special carriage in waiting for him. But Ganjiro is a modest man—indeed he owes a good deal of his present popularity and success to the virtue of his pronounced modesty. He could not endure the idea of a proud entry, and at once extended himself by wire from the courtesy on the plea that he had no experience of being driven in a carriage. A few hours later, however, the famous actor received a telegraphic retort from Tokyo which ran:—"Don't be so shy. Old Boy! I remember that this is a time when even a barber may be seen driving in a carriage."

The latter clause of the above telegram quoted by the *Osaka Asahi* has greatly offended Japanese barbers in Seoul, who are said to think it a deliberate insult to their profession. An extraordinary conference of officials of the local barbers' Guild was at once held, at which a resolution was unanimously passed that a general congress of Barbers' Guilds in Chosen be convened in order to consider how to retaliate for the "insult." In accordance with the resolution, we are told, a circular couched in a highly indignant tone was despatched to the Barbers' Guilds in all Korean towns a few days ago. We are very impatient to know the sequel, especially the answer of the management of the Imperial Theatre to a possible protest from the barbers.

INTIMATIONS

FACE AND NECK MASS OF PIMPLES

Was Almost Too Bad to Describe. Dreaded to Wash Because of Pain. Spent Pounds on Treatments which Failed to Cure. After 5 Long Years Tried Cuticura Ointment and Soap. They Cured Him.

"I was in the habit of going to shave every week until at last a small place came out near the ear and gradually went all over my face and neck, which were a mass of yellow pimples all over. In fact you could not put a pin's head anywhere. It was almost too bad to describe. I tried lotions, ointments, in fact, almost everything. I used to dread to wash because of the pain it used to cause me."

I also went to the hospital for months, which did me no good. I spent pounds in different ointments and lotions which all failed to cure, so a friend at Falmouth asked me if I ever tried Cuticura Ointment and Soap, which proved to be the best things for me and completely cured me. After five long years, they cured me in about four months. I cannot praise them too highly. (Signed) Frank Revell, 47, East St., Newton Abbot, Devon, England, Jan. 3, 1910. This letter shows that Cuticura Soap and Ointment often succeed when all else fails. Sold throughout the world. Dealers: London, 21, Charterhouse St.; Paris, 10, Rue de la Chaussée d'Antin; Australia, R. Towns & Co.; Sydney, India, B. K. Paul, Calcutta; B. Africa, London, Ltd.; Cape Town, etc.; U. S. A., Potter Drug & Chem. Corp., Sole Proprietors, Boston. Free, 32-page Cuticura Book, a complete guide to the cure and treatment of skin and scalp from infancy to age 95.

SURVEYING

AND

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INSTRUMENTS

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W. F. STANLEY

& CO.

AND

E. R. WATTS & SON.

SON.

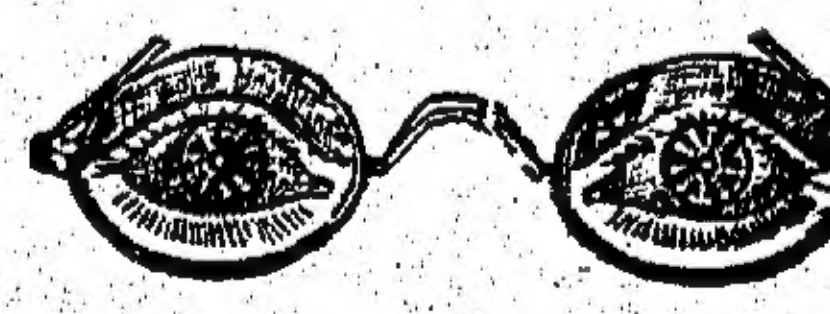
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CHS. J. GAUPP

& CO.,

ALEXANDRA BUILDINGS.



WHY GO TO

N. LAZARUS

FOR YOUR GLASSES?

You will receive Fair Treatment. A Careful and Intelligent Examination. We have a Sound Optical Reason behind every Lens.

N. LAZARUS,

OPHTHALMIC OPTICIAN, CORNER OF D'AGUIAR ST., HONGKONG.

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on Sale daily at the following Stalls:—KOWLOON BOOK STALL, Ferry Wharf; Messrs. H. RUTTON & S

NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box 55. Telephone No. 12.

Telegraphic Address: PRESS CODES: A.B.C. 5th Ed. Lieber's.

NEW ADVERTISEMENTS

TO LET.

PEAK VILLA HOUSE, No. 13, Wong-wei-chong Road.

Apply to—

Messrs. DENNIS & BOWLEY.

Hongkong, 23rd March, 1911. [490]

TO LET.

9, MOUNTAIN VIEW, (at present occupied by E. R. HALLIVAX, Esq.)

From 1st May, 1911.

Apply—

Care of "Daily Press" Office.

Hongkong, 23rd March, 1911. [491]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTY-EIGHTH ORDINARY YEARLY MEETING of the Society will be held at its Head Office, No. 2, Queen's Buildings, Hongkong, on WEDNESDAY, the 26th April, 1911, at Noon, for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1910, and declaring Dividends, etc.

The TRANSFER BOOKS of the Society will be CLOSED from 16th April to the 26th April, both days inclusive.

By Order of the Board,

C. MONTAGUE EDE, Secretary.

Hongkong, 23rd March, 1911. [492]

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FORTY-FIFTH ORDINARY YEARLY MEETING of the Company will be held at the Head Office, No. 2, Queen's Buildings, Hongkong, on WEDNESDAY, the 26th April, 1911, at 12.30 p.m., for the purpose of receiving the Report of the Directors together with the Statement of Accounts to 31st December, 1910, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Company will be CLOSED from the 16th April to 26th April, both days inclusive.

By Order of the Board,

C. MONTAGUE EDE, Secretary.

Hongkong, 23rd March, 1911. [493]

THEATRE ROYAL.

SPECIAL ANNOUNCEMENT.

THE NEW BANDMANN OPERA CO. SEASON

WILL Commence April 5th, instead of March 31st.

List of Plays will be announced next SATURDAY, March 25th, and Booking of Seats will Open MONDAY, March 27th, at 9 a.m., at MOUTRIE & Co.

Hongkong, 23rd March, 1911. [494]

EAST ASIATIC COMPANY, LTD., COPENHAGEN.

NOTICE TO CONSIGNEES.

THE Steamship "CATHAY" having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Hazardous and/or Extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst. will be subject to sale.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th inst. at 9.30 a.m.

All Claims must reach us before the 2nd April, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

This Steamer brings Cargo:

Ex s.s. "Oda" from Gothenburg.

Ex s.s. "Getoborg" from Christiania.

Ex s.s. "Telegraf" from Rotterdam.

Ex s.s. "Slad Amsterdam" from Amsterdam.

MELCHERS & Co. Agents.

Hongkong, 21st March, 1911. [49]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDERS and CHILLED

SHOTS. From No. 10 to SSSG, at \$6, \$7 and \$7.50 per 100, SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 25th October, 1906. [1181]

PUBLIC COMPANIES

GREEN ISLAND CEMENT CO., LTD.

THE TWENTY-SECOND ORDINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held in the Office of the General Managers, St. George's Building, Victoria, Hongkong, on SATURDAY, the 25th day of March, 1911, at 11.30 o'clock a.m., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1910, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 20th day of March, 1911, until SATURDAY, the 25th day of March, 1911, both days inclusive.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 15th March, 1911. [450]

THE CHINA-BORNEO COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

THE EIGHTH ORDINARY YEARLY MEETING of SHAREHOLDERS of the above Company will be held at the Company's Office, St. George's Building, at 12.15 p.m. on TUESDAY, the 28th March, 1911, to receive a Statement of Accounts to the 31st December, 1910, and the Report of the General Manager and Consulting Committee and to elect a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from 14th March to 28th March, both days inclusive.

THE CHINA-BORNEO CO., LTD., W. G. DABRY, General Manager.

Hongkong, 9th March, 1911. [428]

FOR SALE

FOR SALE OR TO LET.

"KENLIS" 76A, PRAY, SEVEN ROOMS. Large Verandah, American heating apparatus installed, making the House dry and comfortable throughout the year. Vegetable and Flower Gardens, Croquet Lawn. 15 minutes' walk from Tram, 7 minutes by "Ricksaw." One of the best situations at the Peak, Cool in Summer, Warm in Winter.

Apply—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 2nd February, 1911. [270]

FOR SALE.

REMAINING Portions of MARINE LOTS 31 and 36, at PRAYA EAST. Approximate Area, 43,000 Square Feet.

TO BE LET OR SOLD IN LOTS TO SUIT TENANTS OR PURCHASERS.

MARINE LOT No. 285.

EXTENSIVE WATER FRONTAGE, DEEP WATER.

Apply—

G. FENWICK & Co., LTD., ENGINEERS, & Co., PRAYA EAST, HONGKONG.

Hongkong, 8th June, 1906. [111-112]

ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1909.

REVISED BY THE MEMBERS.

PRICE - - - - \$3.

DAILY PRESS OFFICE.

Hongkong, 21st February, 1910.

GRACA & CO.

PEPPER ST. (Hongkong Hotel Building), - Dealers in

POSTAGE STAMPS, VIEW POST CARDS, FLOWER SEEDS, CIGARS, BOOKS, &c.

Just Received a Selection of Postage Stamp Catalogues for 1911. Pictures made of used Stamps, Note Papers and Envelopes with Hongkong Views.

Inspection Invited. [146]

JUST UNPAKED!

A Splendid Assortment of LADIES' FOOTWEAR.

50 STYLES, VARIOUS PRICES.

All British Manufacture. Call Early before we are Sold Out.

HOOSAIN-ALI & Co., No. 14, Queen's Road Central.

Hongkong, 28th February, 1911. [38]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [118]

"WITH DOG AND GUN IN THE NEW TERRITORY"

BEING the Series of Articles recently contributed to the "HONGKONG DAILY PRESS" by "Sportsman," reproduced in book form.

PRICE ONE DOLLAR.

Hongkong, 29th October, 1910.

INTIMATIONS

DEVONIAN SOCIETY.

THE ANNUAL DINNER will be held at the Hongkong Hotel, on SATURDAY, 25th March, at 8 o'clock p.m.

Members and Devonians wishing to attend are requested to send their names to—

M. S. NORTHCOTE, Hon. Secretary.

Hongkong, 3rd March, 1911. [403]

SOCIETE DES PULPES ET PAPIERIES DU TONKIN.

CONFORMABLY with the Articles of Association the FIRST ANNUAL GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the Registered Office of the Company, 21 rue Jules Ferry, Haiphong, on FRIDAY, the 31st March, 1911, at 2 o'clock p.m.

For the Board of Directors,

T. F. HOUGH, Chairman.

Hongkong General Purpose Committee.

Hongkong, 13th March, 1911. [439]

HONGKONG CLUB.

NOTICE.

THE NINETEENTH DRAWING of SIXTY-FIVE DEBENTURES of the Hongkong Club (1896 issue, \$1000 each) was held in the Hongkong Club House, on FRIDAY, the 17th March, 1911, when the following Debentures were drawn for Redemption:

68	411	805	1232	1615
91	538	816	1239	1627
103	550	843	1325	1720
131	598	864	1326	1742
153	610	921	1335	1759
199	660	926	1421	1795
229	666	930	1451	1801
281	677	991	1453	1807
282	707	1017	1539	1827
320	753	1030	1537	1829
321	773	1088	1593	1851
346	774	1175	1600	1861
405	801	1252	1610	1933

and will be Payable at the HONGKONG AND SHANGHAI BANKING CORPORATION, on FRIDAY, the 31st March, 1911, in Exchange for surrender of same.

By Order,

JAMES CRAIK, Secretary.

Hongkong, 17th March, 1911. [464]

OXFORD AND CAMBRIDGE DINNER.

THE ANNUAL DINNER of Members of the above Universities will be held on SATURDAY, April 1st, at 7.45 p.m., in the Hongkong Club. Members intending to dine are requested to notify their names of the Undersigned.

P. W. GOLDBRING (Oxford).

H. L. O. GARRETT (Cambridge).

Hongkong, 20th March, 1911. [469]

NOTICE.

I HEREBY GIVE NOTICE in accordance with Section 7 of Tramway Ordinance, 1902, of my intention to apply to the Governor in Council for power to construct two additional short track curves each 45 feet long joining the present Tramway Track in Russell Street, Bowrington, Opposite I. L. 751.

J. J. STODART KENNEDY, General Manager.

THE HONGKONG TRAMWAY CO., LTD.

Hongkong, 18th March, 1911. [463]

MITSU BISHI GOSHI KWAISHA (MITSU BISHI CO.) COAL DEPARTMENT.

SOLE PROPRIETORS of TAKASIMA OCHI, MUTABE, HOJO, KANADA, NAMAZUTA, SAYO, SHINNEW, and KAMIYAMADA.

SOLE AGENTS for KISHIDAKE Coals.

HEAD OFFICE—MARUNOUCHI, TOKYO.

BRANCH OFFICES—NAGASAKI, MOJI, KARATSU, WAKAMATSU, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW.

Cable addresses for above, "IWASAKI" Codes, A1, ABC 5th Ed., Western Union.

AGENTS—YOKOHAMA: M. ASADA, Esq. CHINKIANG: Messrs. GRAING & Co. MANILA: Messrs. MACDONALD & Co. SINGAPORE: Messrs. BOONBO & Co., Ltd.

For Particulars, apply to—

H. OISHI, Manager.

No. 2, Pedder Street, Hongkong.

Hongkong, 14th February, 1911. [574]

CHILDREN OF FAR CATHAY

A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST.

By CHAS. J. HALCOMBE (Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flowery Land," etc.).

THE VOLUME which consists of 146 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kwaishan, is dedicated to Sir ROBERT HART, G.C.M.G., and Dr. A. KENNIE.

Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China, make "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at Home.

Well bound in Yellow Cloth with Chinese Emblem in Gold.

PRICE - - - - \$3.50

To be obtained from Messrs. KELLY & WALLIS Ltd., Messrs. BREWER & Co., or from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office.

TO LET

TO BE LET.

NO. 34, QUEEN'S ROAD CENTRAL (Shop), Opposite the Post Office.

No. 24, D'ARQUILLER STREET (Suitable for Godown, Etc.). All of which are at present occupied by VIENNA CAFE & Co., LTD.

For Particulars, Etc.

Apply to—

YEE SANG FAT, Same Address.

Canton, 24th February, 1911. [362]

TO LET.

GODOWN, No. 5A, DUDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st March, 1911. [114]

TO LET.

NO. 11, BEACONSFIELD ARCADE, (Shop).

The EYRIE, No. 13, Peak, newly Painted and Colour-washed.

BEACONSFIELD, from 1st June, 1911.

No. 23, BELLIOUS TERRACE.

No. 21 and 25, SHELLY STREET.

No. 37, PRAYA GRANDE, Macao.

FOR SALE—TON CHEST, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to—

LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings.

Hongkong, 22nd February, 1911. [118]

TO LET.

GODOWN, No. 4, New Praya, Kennedy Town.

Apply—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st March, 1911. [116]

HONGKONG CLUB.

NOTICE.

TO LET, from 1st February, 1911, TWO ROOMS in the Ground Floor of the Annex, suitable for Offices. For further particulars, apply to the Undersigned.

JAMES CRAIK, Secretary.

Hongkong, 19th January, 1911. [209]

TO LET.

"NOEMAN COTTAGE" West, 4 Rooms. House. Recently renovated. Electric Light. Detached Servants' Quarters.

Apply to—

PERCY SMITH, SETH & FLEMING, 5, Queen's Road Central.

Hongkong, 17th March, 1911. [455]

TO LET.

RAVENSHILL WEST, No. 3, Park Road.

Apply to—

DEACON, LOOKER & DEACON, Hongkong, 14th February, 1911. [322]

TO LET.

FLATS in Nathan Road.

FOUR-ROOMED HOUSES newly painted and colour-washed throughout. Cheap rent.

NEW and COMMODIOUS SHOPS, Nethan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yau-mat, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—

HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.

Hongkong, 14th February, 1911. [154]

TO LET.

GODOWNS, 95, 96 and 97, Praya East.

Apply—

CHATER & MODY.

Hongkong, 7th December, 1910. [121]

TO LET.

NO. 9, MACDONNELL ROAD, from 1st May.

An OFFICE on 1st Floor, 16, Des Vaux Road, Central.

OFFICES in King's Building, 4th floor. GODOWNS, 151 to 155, PRAYA EAST.

A HOUSE in Wong Nei Chong Road. SEMI-EUROPEAN FLATS, Praya East, corner of Observation Place. The Trams stop at the door.

Also NEW EUROPEAN FLATS, adjoining the new Seaman's Institute, Praya East.

Apply—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st March, 1911. [113]

TO LET.

TWO NEW SEMI-DETACHED Six Rooms European Residences on Bowen Road, now nearing completion, with Gardens attached. Splendid view of the Harbour. Possession from about 15th March.

Apply to—

A. M. ESSABHOY, 7 and 9, Zetland Street.

Hongkong, 25th February, 1911. [367]

TO LET—FURNISHED.

"BUDLEIGH" No. 5, Macdonnell Road.

For terms, apply to—

M. S. NORTHCOTE, Care of THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 10th February, 1911. [302]

報新外中港香 CHUNG NGOI SAN PO (Chinese Daily Press).

PUBLISHED DAILY.

Is the oldest and still immeasurably the best Advertising medium among the Native Community.

Established for over FIFTY YEARS.

Circulates largely throughout Southern China Indo-China, etc.

Terms for Advertising (Translation free) can be obtained at the Office, 10A, Des Vaux Road Central, Hongkong, 121, Fleet Street, London, or from the different Agents.

Documents translated from or into Classical or Colloquial Chinese.

AUCTIONS

AUCTION OF VALUABLE LEASEHOLD PROPERTY.

MR. GEO. P. LAMBERT has received instructions from the Mortgagee to Sell by Public Auction, on SATURDAY, the 25th March, 1911, at 3 p.m., in his Sales Room, Duddell Street, three-fifths of the piece of land registered in the Land Office Nos. 1574, 1575, 1576, 1577 and 1578 of Survey District 2 and Nos. 1, 2, 3 and 4 of Survey District 3, in the New Territory together with Five Houses thereon. The total area contains 713,076 square feet leased from the Government for a term of 75 years at the annual rent of 392.76 with the option of renewal for a further term of 24 years. It is situated next to Tai Wan Harbour, Kowloon.

For further particulars and conditions of sale, apply to—

GEO. P. LAMBERT.

Hongkong, 15th March, 1911. [448]

G. E.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 27th day of March, 1911, at 3 p.m., at the Offices of the PUBLIC WORKS DEPARTMENT, by Order of His EXCELLENCY THE GOVERNOR, of One Lot of CROWN LAND at Kennedy Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sub.	Locality.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Upset Price.
1	Lot 1574, 1575, 1576, 1577, 1578, Survey District 2 and 3, New Territory.	180 feet by 120 feet by 97 feet by 97 feet.	11,640.00	1,746	

BANKS.

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP ... Gold \$3,250,000.

RESERVE FUND ... Gold \$3,250,000.

Gold \$6,500,000.

HEAD OFFICE: 60 Wall Street, New York.

LONDON OFFICE: 36 Bishopsgate.

LONDON BANKERS: BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LTD.

THE CAPITAL & COUNTIES BANK, LIMITED.

BRANCHES AND AGENTS ALL OVER THE WORLD.

The Corporation transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2 per cent. per annum on daily balances and accepts Fixed Deposits at the following rates:

For 12 months	4 per cent. per annum.
For 6 "	3 3/4 "
For 3 "	3 "

GEORGE HOGG, Manager.

No. 9, Queen's Road, Central.

Hongkong, 21st February, 1911. [219]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 per cent. per annum.

Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For THE HONGKONG AND SHANGHAI BANKING CORPORATION.

N. J. STABB, Chief Manager.

Hongkong, 24th January, 1911. [2]

NEDERLANDSCH-INDISCHE HANDELSBANK.

(NETHERLANDS INDIA COMMERCIAL BANK).

ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (£1,250,000).

Subscribed Capital Fl. 12,378,100 (£1,031,500).

Reserve Fund Fl. 2,754,359.09 (\$229,526).

HEAD OFFICE: AMSTERDAM.

HEAD AGENCY: BATAVIA.

LONDON BANKERS: THE WILLIAMS DEACONS BANK, SWISS BANK CORP.

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12 months	4 per cent.
6 do.	3 1/2 do.
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C. WOLDBRING, Manager.

No. 16, Des Vaux Road Central.

Hongkong, 4th August, 1909. [24]

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital ... Yen 10,000,000

Capital Subscribed (paid up) ... Yen 6,250,000

Reserve Fund ... Yen 2,450,000

HEAD OFFICE: TAIPEH, FORMOSA.

A WOMAN'S TRIBUTE TO THE VALUE OF DR. MORSE'S INDIAN ROOT PILLS WHICH ENSURE

PERFECT HEALTH, RICH BLOOD, CLEAR COMPLEXION, SWEET TEMPER AND regularity in all the functions.

Mrs. E. DE LAFOITTE writes to us as follows:—

Gentlemen,—I have for some time been an admirer of Dr. Morse's Indian Root Pills. Since I began to use them I have had excellent health, I have kept myself regular and strong by their use. The South China climate is at all times particularly trying to ladies, but your pills give tone and vigour and overcome these troubles. I always recommend them to my friends as a safe and reliable corrective and promoter of regularity.

I am, dear Sir,

Yours very truly,

Mrs. E. DE LAFOITTE.

The remarkable power of Dr. Morse's Indian Root Pills to overcome female ailments and restore health to sick and delicate women is well and widely known. They are a perfect blood purifier and a positive and permanent cure for Biliousness, Indigestion, Constipation, Headache, Bloating, Liver and Kidney troubles and all irregularities.

For Sale by all Druggists, Chemists and Medicine Dealers.

WATKINS, LTD.,
Wholesale and Retail Agents,
Hongkong.

363]

As a Rule
you find that the longer
people have used it, the
less inclined they are to
go without it.

Calvert's Tooth Powder

They know—they can tell from their teeth—how well the dentifrice does what they want, that food particles are never allowed to accumulate round teeth which are kept so beautifully clean. Then it contains the antiseptic properties needed, and it polishes without scratching the enamel, and is distinctly pleasant to use.

Your local Chemist or Store is sure to stock and sell it.
F. C. CALVERT & Co., Manchester, Eng.

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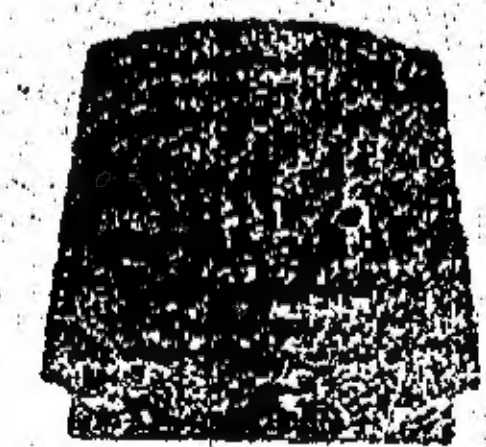
**MARTIN'S
APIOL-STEEL
PILLS**

A French Remedy for regulating the functions of the liver and stomach. It is a powerful purgative and is used by all the medical profession. It is a powerful purgative and is used by all the medical profession. It is a powerful purgative and is used by all the medical profession.

**MARTIN'S
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PILLS**

AS SUPPLIED TO THE HOUSE OF
LORDS AND HOUSE OF COMMONS

THORNE'S OLD VAT



SCOTCH WHISKY.

Sole Agents in
HONG KONG, CHINA & MANILLA.
A. S. WATSON & Co., Ltd.

ON SALE.

MAIL TABLES FOR 1911.

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

Mounted on Card ... 30 Cents
On Paper ... 20
On Sale at the Hongkong Daily Press Office.
Hongkong, 6th February, 1911.

HONGKONG GENERAL CHAMBER OF COMMERCE.

HISTORY FROM ITS INCEPTION. 25TH MAY, 1861, TO DATE.

[BY THE HON. MR. E. A. HEWETT, CHAIRMAN.]

(Continued from yesterday.)

The question of ownership of private moorings was next raised by the Hongkong Government, acting on a few complaints made by a small section of the shipping. The Government did not propose to buy up the private moorings, but while leaving the owners the cost and responsibility of keeping them in order, wished to have entire control of the using of the moorings, and that no vessel should be allowed to make fast to any mooring unless having first received the permission of the Harbour Master. The Committee strenuously opposed this innovation, pointing out the delay and inconvenience, not to say possibly increased cost, were the Harbour Master's suggestion acted upon. The matter was again brought up in the following year, but appears, for the moment at all events, to have been shelved.

The need for a permanent quarantine station was also before the Committee, and the representations made to the Government finally resulted in the purchase of a site with buildings suitable for this purpose in Lai Chi Kok.

The better control of Companies trading in China, which are registered in the Colony, was again before the Government, who then consulted the Chamber on certain points with regard to their proposed legislation. The Committee gave it as their opinion that further powers on the part of the Government were desirable.

During 1907 the currency question was again well to the fore. No progress could be reported as to any steps being taken in China, to reform the Imperial currency, and this Chamber for a third time joined with Shanghai and Hankow in sending a joint memorial on the subject to the Diplomatic Body at Peking.

H.E. the Governor appointed a small committee to report on the question as relating to Hongkong, and the difficulty of finding a solution for this vexed question was demonstrated by the divergent views expressed by the Committee in their report. Space does not permit of further reference to the matter here; it was published with the Chamber's report for 1907.

Other questions demanding the attention of the Committee were those of the Shipping Conference and their effect on the trade of the Colony, the need for amending the Imperial Merchant Shipping Act so far as it relates to the carriage of Asiatic passengers and contract labourers, and the excessive cost of the British section of the Kowloon-Canton Railway and of the contemplated harbour of refuge for small craft.

With regard to the latter work the Government decided to charge half the cost of this to the shipping, and, in spite of the opposition which such a proposal naturally gave rise to, increased the light dues for a term of years, during which it was calculated the necessary funds would be raised.

This retrograde step was entirely opposed to the principles of the Chamber, which had repeatedly, from the first year of its existence, urged upon the Government that with a view to encouraging shipping, no dues of any sort should be levied on vessels visiting the port, and that under no circumstances should shipping be taxed for purposes of general revenue.

Special reference to this matter was made at the annual meeting held on April, 1908.

The advisability of registration of trade marks and the reform of China's currency both came in for considerable discussion during 1908.

During this year the Viceroy of the Two Kwangs again attempted to establish a monopoly in the trade of raw opium and also issued certain rules to regulate the trade. After considerable correspondence with the British Legation at Peking the Viceroy was once again induced to refrain from illegal interference with the trade.

Acting under definite instructions from the Home Government, in consequence of a resolution passed in the House of Commons, all opium licences were closed, some at once, the balance on the termination of their existing licences. This step was strongly protested against by the Hongkong Community, most of whom realized that while it would entail a serious loss of revenue to Hongkong, it was more than doubtful if it would result in curbing the least the amount of opium consumed in the Colony.

The matter was fully discussed in the next Annual Meeting, and in the report of the Chamber for 1908 two very valuable memoranda on the opium question will be found, one written by H.E. Sir F. Lugard and the other by Mr. Cecil Clementi.

Hongkong is still uncertain as to whether the help made by the Home Government to make good the loss sustained by the Colony in carrying out their instructions as to the closing of the opium trade will be made good.

During this year, owing to the withdrawal of the Government grant, the Chamber had to terminate the arrangement which had been in force for upwards of 30 years for the publication of political telegrams received through Reuters' Agency. In the early days of the Chamber the question of receiving a regular supply of reliable telegrams was constantly before the Committee, and for several years figured largely in the correspondence, more particularly with the Shanghai Chamber. In view of the importance attached at the time to the matter, an important one which we now living under such different conditions, can hardly realize, the change demands more than a passing reference.

The proposed new Japanese tariff early in this year came before the Committee, and it was considered advisable to at once circulate the papers on the subject, which had been submitted to the Committee by the Members of the Chamber, who were then asked to make such comments as might appear desirable. The question has, it is understood, been strongly taken up at home, and is even now still under discussion by the Governments concerned.

During this year the Chamber had again to bring to the notice of the Government the interference of the Chinese Officials with the opium trade, but in spite of the protests made by the end of the year this serious question still remained unsettled.

In the summer of 1910 the British Section of the Kowloon-Canton Railway was opened to passenger traffic, and later in the year the first section of the Chinese line from Canton towards the British frontier. It is anticipated that the line will be completed by the autumn of this year.

Quite one of the most important questions dealt with by the Chamber, and a burning one, has been that of the opium trade with Kwangtung.

During the greater part of the year the Committee has been very actively engaged in corresponding with the Hongkong Government, the Minister at Peking, the Secretary of State for Foreign Affairs, the London Chamber of Commerce, and others, with regard to the proposed attempts on the part of the Canton Viceroy to levy an additional tax on raw foreign opium.

The question is still under discussion between the British and Chinese Governments, and as it has not been considered advisable under the circumstances to publish the enormous mass of correspondence bearing on the subject until a final agreement has been arrived at by the two Governments, it is inadvisable to give details here.

In brief, however, the proposal as put forward by the Viceroy created an onerous monopoly of the foreign opium trade and the levying of a special tax on all opium imported into Kwangtung. The facts of the case are fairly well understood, as reference has frequently been made to the matter in the local Press and several explanations issued by the Viceroy have also been published.

The question on a very similar resemblance to former attempts made and previous Viceroy's notably in 1913 and 1908 and in Nankin in 1907.

On each of these occasions the merchants having appealed to the Chamber, the question was taken up, and in each case, thanks to the prompt action of the respective British Consuls on the spot, and the support given by the British Minister at Peking, the contemplated interference with the trade was abandoned.

In this case, however, when it was first proposed to levy the new tax on foreign opium, protests were at once made to the Consul-General at Canton, and the Viceroy therefore delayed carrying out his scheme for a month, waiting to see what attitude the British Authorities would take up.

The Consul-General—unlike his predecessors—did not see any breach in the Treaties in the levying of the tax, while he declined to recognize the proposed regulations the formation of an illegal monopoly. He stated that "provided the tax was not differential" he did not see his way to make any representations on the subject to the local Chinese authorities, and would only do so under definite instructions from his superior officers.

Emboldened by the attitude of the British Officials the Chinese extended their operations to Swatow and all other parts of the Kwangtung Province.

While at first it was stated these steps were taken to discourage the smoking of opium, the officials now frankly admit that the new tax is levied to replace the loss of revenue caused by the suppression of the smoking, and the sum estimated as likely to be raised has been variously stated as from three and a half to nearly six million dollars per annum.

In spite of the strongest possible protest from Hongkong, put forward by the merchants, the Chamber of Commerce and the Hongkong Government, who are now being supported by the British Minister at Peking, this illegal interference with trade and impost on opium still continues.

The loss to the British Merchants concerned is already enormous, while a huge sum of money has been locked up in large and accumulating stocks, money which would otherwise have already passed into circulation greatly to the benefit of all—native and foreigner, alike—engaged in the trade of South China.

The final outcome of this lamentable state of affairs is awaited with great interest.

Other questions which have occupied the attention of the Committee during 1910 are the Trade Marks Chamber and the proposal put forward by the Chamber that a trade convention should be signed between Hongkong and France, in order to obtain the benefit of the minimum tariff for goods imported into French territory from this Colony.

Throughout these fifty years many other questions have been dealt with by the Chamber of Commerce, but space does not admit of reference to all. I may, however, mention that among others quarantine regulations affecting our trade, sanitary reforms, water supply, and many other matters more nearly relating to the actual Government of the Colony, have repeatedly received the consideration of the Chamber. In the foregoing sketch I have endeavoured to give a brief outline of the work which has been carried out by the Hongkong General Chamber of Commerce during its first half century of existence.

It will, I think, be readily admitted that the record is a good one, and that successive Committees have worked hard, and in most instances successfully, in the interests of the Colony and its trade. While fearlessly advocating views which they believed were in the true interests of the Colony as a whole, even when they found the high British Officials, in the Far East or at Home, were disinclined to agree with them, they have, by strictly confining themselves to such questions as rightly fall within their province, and by their moderation of expression, almost invariably gained the respect and goodwill of the officials, even when failing to secure the full support they desired.

It is only right to place on record the courtesy and consideration which has, at all events of recent years, invariably been accorded to the Chamber of Commerce by the officials of this Colony, and I doubt if anyone now resident in Hongkong can recall a single instance in his own experience where the reverse has been the case.

This is a very marked advance on the bitter controversies which at times took place between the leading members of the Mercantile Community and the higher local officials in the earlier days of the Colony.

The existing state of affairs will, we believe, continue to work to the benefit of the Colony in which we—official or unofficial—the residents of Hongkong, are all so deeply interested, and whose prosperity and progress we have so much at heart.

The history of the Chamber of Commerce has been the history of Hongkong for the past 50 years, and this intimate relationship between our Chamber and the Government of Hongkong must continue, if our wish for the advancement of our Colony is to be realized.

EDBERT A. HEWETT.

Hongkong, 2nd February, 1911.

BRITISH NAVAL STRENGTH IN THE FAR EAST.

The report that the battleships *Lord Nelson* and *Agamemnon* will relieve the *Swiftsure* and *Triumph* in the Mediterranean Fleet, and that the two latter will be sent to strengthen the China Squadron, continues to gain credence in usually well-informed quarters. The wisdom of augmenting the strength of the battle fleet "up the Straits" admits of no question, in view of the progressive attitude which is being displayed by Austria in increasing her naval armaments; on the other hand, the inclusion of two solitary battleships in the China Squadron does not find acceptance, having regard to the future situation in the Far East.

The *Swiftsure* and *Triumph* have proved themselves to be excellent ships ever since they were brought into the service, but to place these original 19-knot ships in association with cruisers of 23, 24, and 26 knots is to place an embargo on the latter, on the principle of the speed of a fleet being that of its slowest unit. Fast armoured ships, like the *Minotaur* (the name ship of which class already flies the flag of the Commander-in-Chief on the China Station) are held to be more in conformity with the requirements in the Far East than battleships. *The Globe*.

THE NEW RIFLE AMMUNITION. AN IMPROVED DESIGN.

The Bisley correspondent of *The Times* writes:—

The large section of the public interested in rifle shooting will be glad to hear that at last a solution has been arrived at with regard to the problem of a new cartridge.

It may be as well first to recapitulate the position in which this matter has stood for some considerable time, and it will be remembered that in the year 1905 attention was drawn to a German design of pointed bullet, which, combined with reduction of weight and increased muzzle velocity, gave very flat trajectories. The "Spitzer" bullet weighed 150 grains, and consisted of a lead core with a nickel steel envelope, the principal objection to it being the exceedingly short length of parallel which resulted from the reduction of weight, and although it cannot be said that a bullet with a sharp point was *per se* either novel or original, still there is no doubt that it was by the Germans that the possibilities of such a design were made manifest. English manufacturers immediately set to work, and in the same year an experimental bullet was designed by Mr. Melville Smith, in which the lead core was compounded with another material, thus reducing weight while maintaining such an effective length of parallel as to ensure satisfactory ballistics. The first trials were made with lead and ebonyite, lead and compressed paper, and lead and aluminium, and bullets on this principle were publicly used at the Bisley Meeting of 1906, when it was demonstrated that "cores" consisting of two or more parts of different densities gave satisfactory results at the longest ranges. The bullet which has been adopted in the new Mark VII. cartridge has a compound core of lead and aluminium, the latter being placed in the nose. This is satisfactory from a manufacturing point of view, but in the case of a projectile designed for war must be regarded as a mistake, since it is undesirable that British bullets should be less punitive than those of other nations, and the hard aluminium core at the point prevents the "set up" which otherwise occurs if it were placed a little further back and a small section of soft metal substituted at the nose.

So much for the history of the evolution of this particular projectile. In regard to its adoption, it is familiar to those who have taken any interest in the subject that we are considerably handicapped by our rifle. It has the weakest bolt action of any in the world, and consequently to employ with it cartridges of hard ballistics, such as other nations could adopt, would be quite unobtainable, not to say unsafe. Twenty tons is the utmost pressure that can safely be used in the Lee-Enfield, on something like 20 per cent. less than in the Mauser, Mannlicher, and other well-known designs. This weak action has been, as predicted by *The Times* from the outset, a source of trouble ever since its inception, but never has it been more apparent than during the recent experiments carried out to design a new ammunition.

It is now a year since Mr. Haldane prematurely announced that a fresh cartridge had been adopted. This particular one had a 160-grain bullet with an aluminium and lead compound core, but the omission of the aluminium and the addition of an ample radius at the base afforded the projectile every opportunity of getting past the bullet in a war or large bore. The cordite adopted was of the flat strip type, and for some reason (probably that of difficulty of loading) the result was not very satisfactory, and this ammunition was never issued.

Some compromise became inevitable, and this is represented by the new Mark VII. cartridge, which has a bullet of 170 grains and a charge of about 33 grains of cordite. The latter is of a well-known tubular form, which has for some time been in use in America and also on the Continent, but instead of the tabs being cut up so as to give the appearance of a grain powder they are arranged in continuous lengths throughout the cartridge case. In all other respects the cartridge resembles the Mark VI., the difference being the substitution of the tubular cordite and the pointed bullet.

The first to place it on the market has been the King's Norton Metal Company, whose long experience with pointed ammunition at Bisley is well known; and as the result of tests carried out in the presence of the writer from cartridges obtained from that source the mean observed velocity of five rounds (observed at 90 ft.) was found to be 2,392 ft. per second, the mean difference being 2 ft. per second. The mean pressure of five rounds heated to 120 degrees Fahr. was 18,555 tons. Accuracy diagrams taken from 20 rounds fired at 500, 600, and 1,000 yards, proved quite satisfactory. Military interest will, however, be chiefly centred in the trajectory, which over a distance of 800 yards has a maximum height of 8 ft. 4 in. against the 13 ft. 4 in. of the Mark VI. That of the German "Spitzer" is 6 ft. 10 in.

The War Office would, therefore, appear to have arrived at a compromise which may be regarded as a distinct advance upon the present service design of ammunition. The original stipulations, however, of a cartridge giving at 300 yards the minimum trajectory required for military purposes have not yet been fulfilled, and it may be argued that it would have been better if a 150-grain bullet had been adopted. Though on a windy day the latter would not have been equally popular with the Bisley shooting man, the trajectory would, on the other hand, have been lowered to about 6 ft. 2 in., or about 8 in. less than that of the "Spitzer," and a considerable advantage would have been gained without any appreciable loss of striking energy at effective ranges.

It is therefore to be hoped that the present measures taken to improve the service ammunition may be looked upon as temporary, and that a new rifle will shortly be designed which will be capable of withstanding the necessary pressures of a modern high-velocity cartridge. It is, of course, well known that the question of an automatic rifle is under consideration, but in the opinion of the majority of military and rifle experts the chances of its adoption are too remote to justify further delay in the provision of a satisfactory single-loading magazine rifle.

WEATHER REPORT.

On the 22nd at 11.55 a.m.—The barometer has fallen slightly over the E. coast of China and the Loochoos, and risen moderately over the South coast of China and Tongking.

A depression is passing from the coast of China to the Eastern Sea.

The high pressure area is still lying over the Sea of Japan.

The monsoon will probably set in again over the N. part of the China Sea by to-morrow.

Longkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.01 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood N. to S.E. winds, moderate or fresh; showery. Same as No. 1.

Farther afield N. to S.E. winds, same as No. 1.

South coast of China between Hongkong and Taiwan Same as No. 1.

FLYING SHATIN

SATURDAY, SUNDAY and MONDAY.

UNDER SAME CONDITIONS AS ADVERTISED PREVIOUSLY.

Tickets bought for last week are good for first day.

Hongkong, 23rd March, 1911.

[495]

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2. Possibility of Premiums, the smallest affording ample interest on your outlay, the largest constituting a Fortune.
3. Payment of the sum you wish to invest by easy instalments.

PREMIUM BONDS

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WHAT ARE THESE BONDS?

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EASY PAYMENTS.

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245]



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WHAT IT has done for OTHERS it will DO FOR YOU. Its refreshing and exhilarating effects are a revelation to those who have never tried it before. "WINCARNIS" has a charm all its own, which you cannot fail to appreciate. The combination of all that is most nourishing in Beef and Malt is prepared in Wincarnis gives a TWO-POWER STANDARD that cannot be equalled for giving Strength and Stamina. Vitality and Force to Men, Women and Children.

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From any leading Chemist.

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THE SAME TO-DAY AS IN

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SOLE AGENTS IN HONGKONG:

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and from ALL WINE MERCHANTS.



BEWARE OF IMPURE WATER.

"PRANA" Sparkling Syphons enable you to produce the purest, freshest Soda Water obtainable.

SAFER AND CHEAPER.

SOLD BY ALL STORES.

SYPHONS ... at \$2.00 each.

BULBS ... at 0.90 per box.

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[386]

ON SALE.

A TABLE OF THE

RATES OF EXCHANGE

AT HONGKONG

FOR

DEMAND DRAFTS ON BOMBAY

On the Day Preceding the Departure of the

English Mails from the Year of the Closing

of the Indian Mints to the Free Coinage of

Silver

FROM 1893 TO 1905;

ALSO

RATES FOR SOVEREIGNS, GOLD

LEAF, BAR SILVER (From 1900),

and other useful information.

PRICE: \$1 Cash.

On Sale at the "Daily Press" Office, or

Local Bookellers.

THE JURISPRUDENCE OF THE AIR.

Discussing legal questions arising out of aviation the *Journal of the Royal Artillery* for December last makes some interesting remarks on the differences between aerial and marine navigation. It says:—

The sea is a plane surface, ships are all on one level, and the navigation of the waters is, comparatively speaking, a simple matter. Complete seamanship and proper care will generally prevent one vessel from doing any damage to another. Any such damage usually arises either from deliberate purpose, or from neglect of the common rules of the road, rather than from unavoidable accident. Damage to land, also, from ships at sea is the outcome of a deliberate intention on the part of a vessel's commander. On the other hand, the navigation of the air will always be a more difficult business than the management of ships on the ocean, and the laws governing aerial transit will be proportionately more complicated. An aircraft can travel at any level where life is possible, and, except when actually crossing the high seas or travelling in the Polar regions, will be moving over the territories of one or other of the nations of the world. In addition to the usual dangers to the ships themselves from collision—in this case both vertical and horizontal—there is the other and graver danger of falling and causing injury to persons and property on the earth below. This latter, though far the most serious, is a danger against which it is not possible to guard, but it is a risk which will have to be run. All that can be done is to ensure that proper precautions are taken by airmen for the general safety. If such precautionary measures prove insufficient, the only remedy is compensation.

A battle on the open sea does no injury to a third party unless indeed a neutral vessel is included in the zone of operations, a very unlikely contingency. In an aerial battle taking place in the supra-territorial or higher air stands on a different footing, and the damage done to a neutral by falling projectiles and disabled aircraft might be considerable. This suggests the rule that belligerent aircraft crossing the supra-territorial air of a neutral country, can under no circumstances while doing so engage in any hostile operation. This clearly marks the difference between supra-territorial air and the extra-territorial waters of the open sea. The sum up the position in a single sentence, the whole column of air above the territory of a neutral State is analogous from the juristic point of view to its territorial waters. Actual hostilities, therefore, must be confined to the air above the open sea and to that overhanging the territories and territorial waters of the enemy States.

The collection of information by means of aircraft will be a matter of vital importance in the conflicts of the future. No better method of obtaining a bird's-eye view of the theatre of operations can be devised than this, and the perfect dirigible should have no difficulty in carrying out its mission; which hitherto has been somewhat imperfectly achieved by captive and non-captive balloons. It is not too much to say that an aircraft could do as much in this direction as an ordinary cavalry force could accomplish in a week. In addition to the ordinary information which could be brought in to headquarters, a smart aircraft armed with "lo detector" in photographic apparatus is a factor not to be despised by the officer commanding a force in the field.

The laying of mines in the open sea should be forbidden, and this course was very stoutly advocated by the Colombian delegate at the Conference, M. Triana, who in an eloquent and telling speech, pointed out the results of the indiscriminate use of this method of warfare. He was strongly supported by the British delegate, Sir Ernest Satow, but their views encountered the opposition of the German representative. But appealing as it did to feelings of humanity and to common sense, it is more likely to be accepted by the nations of the civilized world.

Similar possibilities arise in the prosecution of hostilities in the air. The use of "Balloons" (paper mache balloons of small dimensions) and "Balloons libres non montés" (balloons having no aerostatic) is at present confined to the scientific investigation of temperatures at various levels, and to the analysis of the air at altitudes where life is possible. But in the absence of legislation there is nothing to prevent the use of these vessels as instruments of destruction, and the amount of damage they could do would be difficult to estimate. The similarity to the marine mine is complete if an infernal machine is attached to the end of the balloon which will explode on contact with any solid substance or by a time arrangement. The difference between the air mine and the similar instrument in the ocean is that the former can be seen and the latter cannot. But, in spite of this, the sense of security would be much diminished if those air-craft were permitted to roam the heavens to an unlimited extent. How pleasant for the homeward-bound traveller with a "balloon" might collide in the middle of the night!

In conclusion, it is hoped that the foregoing have made clear two important points. First, the impossibility of the atmosphere ever becoming the subject of proprietary rights. The air, like the sea, was intended for the enjoyment of all, and by reason of its vastness and intangibility is incapable of being reduced into possession by any particular race or nation.

The juristic idea of sovereignty consists in the control and exercise of power over a certain thing. Should a nation claim jurisdiction over a large tract of air, this would necessitate the maintenance of a force of aerial police sufficient for its proper regulation and control—a practically impossible task. Secondly, the urgent need for a full and sufficient body of rules to govern aerial navigation whether "innocent" or the reverse. An attempt has been made in this article to point out a few of the international dangers and difficulties which may arise if this novel branch of international law is not worked out and established. The aim of the future, assuming that the science and art of aviation advance at the present rate of progress, will be to do unlimited damage if its movements are not subjected to proper supervision and restriction, for its opportunities for mischief are numberless. The nations of the world would be well advised to frame codes of municipal aerial laws also, so as to control aviation within their respective jurisdictions, and to prevent this new science being turned to account by the criminals and malefactors who are at present in every community. With this branch of the subject, however, we are not immediately concerned.

LATEST STEAMER MOVEMENTS.

The T.K.K. str. *Bayo Maru* from South American Ports via Honolulu, arrived at Yokohama on the 19th inst., and left for this port on the 22nd inst. afternoon, via Kobe and Moji, and is due to arrive here on or about the 3rd prox.

NORDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"KLEIST," Capt. O. FARNKE	17,000	About 23rd March.
MANILA, YAP, ANGAUE, NEWGUINEA, BISHANE, SYDNEY and MELBOURNE	"COBLENZ," Capt. L. KLUGKIST	6,750	Sunday, 26th Mar., at 4 P.M.
KUDAT and SANADALAN	"BORNEO," Capt. F. SEMMEL	5,050	End of Mar.
KOBE and YOKOHAMA	"PRINZ WALDENAR," Capt. F. ISSKE	6,100	About 4th April.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"LUTZOW," Capt. B. WILHELM	17,300	Wed. day, 5th April, at Noon

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Hongkong, 23rd March, 1911.

SHIPPING IN PORT.

BRIDE, Norwegian str., 1,102, Fullstad, 21st March—Bangkok 12th March, Rice and General—Chinese.

CARL DIEDERICHSEN, German str., 774, Chr. Jürgensen, 20th March—Haiphong and Hoihow 18th March, General—Jensen & Co.

CHINA, American str., 3,138, E. Rice, 21st March—San Francisco 21st Feb., Mails and General—P. M. S. N. Co.

CONCH, British str., 3,542, P. G. Scott, 9th March—Balk Papan 2nd March, Bulk oil—Asiatic Petroleum & Co.

DAAGY, Norwegian str., 83, Solvsten, 21st March—Hongay 19th Mar., Coal—Aagaard, Thorsen & Co.

DROFAR, Norwegian str., 1,102, A. M. Hansen, 19th March—Bangkok and Swatow 18th Mar., Rice—Aagaard, Thorsen & Co.

EMPRESS OF CHINA, British str., 3,045, B. Archibald, 17th March—Yokohama, P. C. 23rd February, Mails and General—Canadian Pacific Railway Co.

FUKURA MARU, Japanese str., 1,146, S. Kuma-waki, 16th March—Moji 10th March, Coal—Mitsui Bishi Goshi Kaisha.

GLENTRAE, British str., 3,043, J. McGillivray, 20th March—London and Singapore 14th March, General—Shewan, Tomes & Co.

GREYVALE, British str., 2,445, J. W. Steel, 12th March—Rangoon 21st Feb., Rice—Mitsui Bussan Kaisha.

HALLAMHIRE, British str., 2,842, Geo. E. Wilson, 21st March—Shanghai 19th Mar., Flour and General—Dean Line, Ltd.

HANGSANG, British str., 1,356, Spencer Wilde, 17th March—Wuhu and Chinkiang 13th March, General—Jardine, Matheson & Co.

HELEN, German str., 771, C. Bendixen, 21st March—Hoihow 19th March, General—Jensen & Co.

HOLSTEIN, German str., 1,103, D. Henk, 7th March—Haiphong and Hoihow 5th March, General—Jensen & Co.

HONG SHUN, Chinese str., 308, Markusen, 21st March—Manila 6th March, Ballast—Order.

ICHANG, British str., 1,223, Lewis, 9th March—Swatow 8th March, Ballast—Butterfield & Swire.

INABA MARU, Japanese str., 3,337, S. Tomimaga, 20th March—Seattle via Ports 14th Feb., General—Nippon Yusen Kaisha.

JOHANN, German str., 952, M. Jpland, 17th March—Saigon 13th March, Rice and Paddy—Jensen & Co.

KANAGAWA MARU, Japanese str., 3,825, C. H. Butler, 21st March—Shanghai 18th Mar., Sugar—Nippon Yusen Kaisha.

KIANG PING, Chinese str., 1,223, H. Uden, 9th March—Chinkiang 20th Feb., General—Tung Lee & Co.

KOWLOON, German str., 1,234, Vestper, 6th March—Hongay 4th March, Coal—Hamburg-America Linie.

KWANGLOO, Chinese str., 1,438, Lincoln, 21st March—Shanghai 17th March, General—C. M. S. N. Co.

LAISANG, British str., 2,225, E. J. Tadd, 21st March—Singapore 15th March, General—Jardine, Matheson & Co.

LINAK, British str., 1,350, C. Williams, 19th March—Shanghai 15th March, General—Butterfield & Swire.

LOONGSANG, British str., 1,003, Leask, 21st March—Manila 18th March, Hemp, Sugar and General—Jardine, Matheson & Co.

LOOSER, German str., 1,020, G. Schultzen, 15th March—Bangkok 8th March, Rice and Meal—Butterfield & Swire.

LYMBEON, German str., 1,335, V. Pilgrim, 7th March—Saigon 5th March, Rice—Marie, German str., 1,193, Christiansen, 20th March—Saigon 16th March, Rice—Chinese.

MERTES, British str., 2,167, J. Josie, 18th Mar.—Barry Dock 28th Jan., Coal—British Government.

MOOLANDS, British str., 2,231, C. R. Hird, 14th March—Bambury and Fremantle 16th February, Sandal wood and Jarrah wood—Jardine, Matheson & Co.

PAKIAT, German str., 1,018, S. Wenzel, 6th March—Bangkok 26th Feb., Rice and Oakwood—Butterfield & Swire.

PHREMPH, British str., 1,355, J. N. Scott, 16th March—Saigon 15th March, Rice and General—Wee Fat Sing.

PHRANAG, German str., 1,041, V. Mangelsdorff, 18th March—Bangkok 11th March, Rice and Meal—Butterfield & Swire.

PONG TONG, German str., 991, W. Botsfaher, 8th March—Bangkok 5th March, Rice—Order.

QUAKRA, German str., 1,146, H. Maden, 20th March—Bangkok 9th March, Sugar—Java-China Japan Line.

RAJAWATI, German str., 1,189, I. Bromer, 16th March—Bangkok 10th March, Rice and Wood—Butterfield & Swire.

RIGEL, American str., 1,758, J. J. Stewart, 17th March—Manila 13th Mar., Sugar—Order.

ROMANY, British str., 2,579, McDonnell, 16th March—Taka 10th March, for docking—Asiatic Petroleum & Co.

SABINE RICKMERS, Dutch str., 573, D. E. Boove, 14th March—Swatow 13th March, Ballast—Asiatic Petroleum & Co.

SIBERIA, American str., 5,555, J. Zeeber, 15th March—San Francisco 14th Feb., Mails and General—P. M. S. N. Co.

SINGAN, British str., 1,047, E. Jamieson, 19th March—Haiphong and Hoihow 17th Mar., Rice and General—Butterfield & Swire.

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Hongkong, 23rd February, 1911.

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DELHI	8000	April	15	MONGOLIA...	10000	May 13		May 19	
ASSAYE	7500	April	29	MOREA	11000	May 27		June 2	
DELTA	8000	May	13	MOOLTAN ...	10000	June 10		June 16	

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SHIPPING

ARRIVALS.
BENALDER, British str., 1959, A. Lough, 22nd March—Singapore 16th March, General—Gibb, Livingston & Co.
BUFFALO, German str., 2800, Jensen, 21st March—New York and Singapore 14th March, Kerosene Oil—Standard Oil Co.
CATHAY, D. nish str., 2649, H. Knes, 21st March—Port Said 15th Feb., General—Melchers & Co.
CHIRPANG, British str., 1190, F. Mooney, 22nd March—Tientsin 15th Mar., General—Chinese.
HAITAN, British str., 1183, J. S. Roach, 22nd March—Fochow, Amoy and Swatow 21st March, General—Douglas, Laprak & Co.
KINTUCK, British str., 2995, F. Baltens, 21st March—Liverpool and Singapore 15th March, General—Butterfield & Swire.
KJELD, Norwegian str., 911, T. Holles, 21st March—Bangkok 15th March, Rice—Angard, Thorsen & Co.
KOHCHANG, German str., 1293, Rosofsky, 22nd March—Bangkok 15th March, Rice—Butterfield & Swire.
MEIKAI, British str., 1490, Udall, 22nd Mar.—Singapore 10th March, Sugar—Kiu Tye Loong.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
 21st March.
Bonalder, British str., for Nagasaki.
Carl Diederichsen, German str., for Hoihow.
Helene, German str., for Swatow.
Kanagawa Maru, Japanese str., for Singapore.
Lygon, German str., for Saigon.
Singon, British str., for Haiphong.

DEPARTURES.

21st March.
EURON, British str., for Vladivostok.
PRUPEN, Norwegian str., for Saigon.
SALAHADIN, Dutch str., for Singapore.
WAISHING, British str., for Shanghai.
 22nd March.
Amigo, German str., for Haiphong.
BUEN MARU, Japanese str., for Swatow.
CHONGHONG, British str., for Swatow.
ELI, Norwegian str., for Chafoo.
TOONANG, British str., for Shanghai.
HAKITA MARU, Japanese str., for Singapore.
KUTANG, British str., for Singapore.
KWANGHAI, Chinese str., for Canton.
KWANGTAH, Chinese str., for Shanghai.
MONTROSE, British str., for Shanghai.
NORR, British str., for Singapore.
PRINCESS ALICE, German str., for Europe, & Quanta, German str., for Hoihow.
SEATTLE MARU, Japanese str., for Nagasaki.
WUHU, British str., for Amoy.

SHIPPING REPORTS.

The British str. *Haitan* reports: Moderate E. winds and sea, misty weather.

PASSENGERS.

ARRIVED.
 Per *Haitan*, from Coast Ports, Mr Macdonald, Mr and Mrs Griffith.
 Per *Amigo*, from Singapore, Dr. M. Weber, Dr. E. Schott, Dr. Paul, Mr Ekman, Mr T. Randgren and Mr E. L. Burke.
DEPARTED.
 Per *Princess Alice*, for Europe, &c., Mr Lerch and party, Mr B. T. D. Connor, Dr. C. E. Smith, Mr and Mrs J. Meyer, Mr Worcester, Capt. and Mrs Bremer, Mr R. D. Newman, Mr John W. Wilson, Mr Robert Greening, Lt. T. Gordon, Mrs H. Thompson, Mr and Mrs Greaves and child, Mrs L. M. Walker, Miss Robinson, Mr E. Lund, Mrs Kaufman, Mr Sommer, Mrs Moore, Mr C. Penkham, Mr E. Tyson, Mr and Mrs R. P. Montgomery, Capt. Holje, Mr and Mrs T. E. Nance, Mr H. E. Phillips, Mr M. T. Legg, Mr T. J. Williamson, Mr G. C. Dogman, Mr and Mrs O. Huddleston, Rev. Leo, Mr J. C. Knudsen, Mr A. C. Nichols, Miss A. Greenberg, Mr and Mrs Zwissler and 3 children, Mr and Mrs T. Macklin, Mr S. H. Sherar, Mr Thole, Mr T. P. Finchell, Mr J. Aker, Mr J. Teasdale, Mr J. C. Hop, Mr and Mrs J. Bremer.

STEAMERS PASSED THE CANAL.

Febr. 21st—C. F. Loeis, Cathay, Flinthshire, Laertes. 24th—Belgravia, Idomenus, Kintuck, Palma, Schuyler, Sunda. 28th—Benvenise, Bittang, March 3rd—Benvenise, Indraghio, Patroclus, Schinow, Ville de la Dicit, Indraghio, Schuyler. 7th—Aki Nara, Memnon, Suevia. 10th—Acomomon, Nubie, Monmouthshire, Stenton. 14th—Benvenise, Calcutten, China, Dacre Castle, Sicilia, Tenhat, Arcadia. 17th—Jason, Lohian, Miyasaki Maru, Prinz Eitel Friedrich, Prinz Ludwig. 21st—Benlar, Hellas, Mishima Maru, Segovia, Armerio, Necker, Tourane.
ARRIVALS AT HOME.
 March 21st—Slavonia.



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DESTINATION	VESSEL'S NAMES	FLAG & REG.	DATE	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DISPATCHED
LONDON, &c. via USUAL PORTS OF CALL	DEVANHA	Brit. str.	—	H. Powell	P. & O. S. N. Co.	About 1st April
ROTTERDAM, HAMBURG & ANTWERP, &c.	PAUWAT	Brit. str.	—	C. R. Longdon, R.N.R.	P. & O. S. N. Co.	About 5th April
BREMEN, HAMBURG & ANTWERP, &c.	BEHAGRAVIA	Ger. str.	k. w.	Hildebrandt	HAMBURG-AMERICA LINE	On 10th May
COPENHAGEN & BALTIC PORTS	AMBRIS	Ger. str.	k. w.	Feldmann	HAMBURG-AMERICA LINE	On 25th inst.
HAYRE, ROTTERDAM & HAMBURG, &c.	YEDDO	Swed. str.	—	Bahle	OLOF WILM & CO. LTD.	End of Mar.
HAYRE, BREMEN & HAMBURG, &c.	PREUSSEN	Ger. str.	k. w.	Ekbo	HAMBURG-AMERICA LINE	On 1st April
MAHSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	REINERFELS	Ger. str.	k. w.	C. H. Butler	HAMBURG-AMERICA LINE	On 22nd April
MAHSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SENIGAMBIA	Ger. str.	—	K. Kowara	HAMBURG-AMERICA LINE	On 24th April
MAHSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KANAGAWA MARU	Jan. str.	—	H. Fowler	NIPPON YUSEN KAISHA	On 29th inst., at D'light
MAHSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HIRANO MARU	Jan. str.	—	R. Dannecker	NIPPON YUSEN KAISHA	On 12th April, at D'light
MAHSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TANGO MARU	Jan. str.	—	Babel	NIPPON YUSEN KAISHA	On 14th April
MAHSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ALBESIA	Ger. str.	k. w.	R. Dannecker	HAMBURG-AMERICA LINE	On 29th inst., at 2 P.M.
MAHSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	NAUPEL, GENOA, ALGERIA, GIBRALTAR, &c.	Ger. str.	—	B. Wilhelm	SANDER, WIELER & CO.	On 5th April, at Noon
MAHSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	LUZOW	Ger. str.	—	B. Wilhelm	MELCHERS & CO.	About 7th April
MAHSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	EMPERESS OF CHINA	Brit. str.	1 m.	B. Archibald	DODWELL & CO., LTD.	On 8th April, at 7 A.M.
MAHSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MONTAGLE	Brit. str.	2 m.	Tominaga	CANADIAN PACIFIC R. CO.	On 18th April, at Noon
MAHSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	INABA MARU	Jan. str.	—	K. Noda	NIPPON YUSEN KAISHA	On 28th inst., at Noon
MAHSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MEXICO MARU	Jan. str.	—	Lamont	OSAKA SHOSHIN KAISHA	On 4th April, at D'light
MAHSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	STRATHARDLE	Brit. str.	—	A. Zeeleer	NIPPON YUSEN KAISHA	On 15th April, at Noon
MAHSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SIBERIA	Am. str.	—	W. W. Greene	THE BANK LINE, LIMITED	On 19th April, at 1 P.M.
MAHSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHINA	Am. str.	—	W. W. Greene	PACIFIC MAIL S.S. CO.	On 31st inst., at 1 P.M.
MAHSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHITO MARU	Jan. str.	—	W. W. Greene	TOYO KAISSEN KAISHA	On 14th April, at 1 P.M.
MAHSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	COHENZ	Ger. str.	—	W. W. Greene	PORTLAND & ASIATIC S.S. CO.	On 8th April
MAHSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAIYUAN	Brit. str.	1 m.	L. Dawson	MELCHERS & CO.	On 26th inst., at 4 P.M.
MAHSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	NIKKO MARU	Jan. str.	—	M. Yagi	BUTTERFIELD & SWIRE	On 10th April, at 4 P.M.
MAHSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KUMARO MARU	Jan. str.	—	M. Winkler	NIPPON YUSEN KAISHA	On 14th April, at Noon
MAHSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AKI MARU	Jan. str.	—	M. Homma	NIPPON YUSEN KAISHA	On 12th May, at Noon
MAHSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZ WALDEMAR	Ger. str.	—	F. Isack	NIPPON YUSEN KAISHA	On 30th inst., at 11 A.M.
MAHSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KUMARO MARU	Jan. str.	—	M. Winkler	MELCHERS & CO.	About 4th April
MAHSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	BUYO MARU	Jan. str.	—	K. Heshimoto	NIPPON YUSEN KAISHA	On 12th April, at Noon
MAHSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	THIBODAS	Dut. str.	—	P. J. van Emmerick	TOYO KAISEN KAISHA	On 19th April, at 1 P.M.
MAHSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHONGHONG	Brit. str.	—	W. McClymont-Liddell	JAVA-CHINA JAPAN LINE	Quick despatch
MAHSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHONGHONG	Brit. str.	—	F. Mooney	JARDINE, MATHESON & CO., LD.	To-day, at Noon
MAHSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHONGHONG	Brit. str.	—	O. Pahlke	JARDINE, MATHESON & CO., LD.	On 28th inst., at Noon
MAHSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHONGHONG	Brit. str.	—	C. C. Williams	MELCHERS & CO.	About 23rd inst.
MAHSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHONGHONG	Brit. str.	—	C. C. Williams	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
MAHSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHONGHONG	Brit. str.	—	C. C. Williams	HAMBURG-AMERICA LINE	To-morrow
MAHSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHONGHONG	Brit. str.	—	C. C. Williams	BUTTERFIELD & SWIRE	On 25th inst., at M'night
MAHSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHONGHONG	Brit. str.	—	C. C. Williams	P. & O. S. N. Co.	About 26th inst.
MAHSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHONGHONG	Brit. str.	—	C. C. Williams	JARDINE, MATHESON & CO., LD.	On 25th inst., at D'light
MAHSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHONGHONG	Brit. str.	—	C. C. Williams	NIPPON YUSEN KAISHA	On 29th inst.
MAHSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHONGHONG	Brit. str.	—	C. C. Williams	P. & O. S. N. Co.	About 30th inst.
MAHSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHONGHONG	Brit. str.	—	C. C. Williams	HAMBURG-AMERICA LINE	On 7th April
MAHSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHONGHONG	Brit. str.	—	C. C. Williams	OSAKA SHOSHIN KAISHA	On 29th inst., at 8 A.M.
MAHSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHONGHONG	Brit. str.	—	C. C. Williams	OSAKA SHOSHIN KAISHA	On 26th inst., at 10 A.M.
MAHSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHONGHONG	Brit. str.	—	C. C. Williams	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
MAHSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHONGHONG	Brit. str.	—	C. C. Williams	DOUGLAS LAFRAIR & CO.	To-morrow, at 11 A.M.
MAHSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHONGHONG	Brit. str.	—	C. C. Williams	BUTTERFIELD & SWIRE	On 25th inst., at 4 P.M.
MAHSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHONGHONG	Brit. str.	—	C. C. Williams	DOUGLAS LAFRAIR & CO.	On 26th inst., at 10 A.M.
MAHSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHONGHONG	Brit. str.	—	C. C. Williams	DOUGLAS LAFRAIR & CO.	On 28th inst., at 11 A.M.
MAHSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHONGHONG	Brit. str.	—	C. C. Williams	DOUGLAS LAFRAIR & CO.	On 31st inst., at 11 A.M.
MAHSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHONGHONG	Brit. str.	—	C. C. Williams	BUTTERFIELD & SWIRE	To-day, at Noon
MAHSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHONGHONG	Brit. str.	—	C. C. Williams	JARDINE, MATHESON & CO., LD.	On 25th inst., at 2 P.M.
MAHSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHONGHONG	Brit. str.	—	C. C. Williams	BUTTERFIELD & SWIRE	On 28th inst., at 4 P.M.
MAHSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHONGHONG	Brit. str.	—	C. C. Williams	SEWELL, TOMES & CO.	On 30th inst., at 4 P.M.
MAHSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHONGHONG	Brit. str.	—	C. C. Williams	SEWELL, TOMES & CO.	On 10th April, at 4 P.M.
MAHSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHONGHONG	Brit. str.	—	C. C. Williams	MELCHERS & CO.	End of Mar.
MAHSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHONGHONG	Brit. str.	—	C. C. Williams	NIPPON YUSEN KAISHA	On 4th April
MAHSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHONGHONG	Brit. str.	—	C. C. Williams	JARDINE, MATHESON & CO., LD.	On 28th inst., at Noon
MAHSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHONGHONG	Brit. str.	—	C. C. Williams	JAVA-CHINA JAPAN LINE	Quick despatch

CANADIAN PACIFIC RAILWAY CO.'S THE BANK LINE, LIMITED.

ROYAL MAIL STEAMSHIP LINE.

"EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong	From St. John, N.B.
"EMPERESS OF CHINA" SAT., 30th April	"EMPERESS OF IRELAND" FRI., 5th May
"MONTAGLE" TUESDAY, 18th April	
"EMPERESS OF INDIA" SAT., 29th April	"ALLEN LINE" FRIDAY, 26th May
"EMPERESS OF JAPAN" SAT., 26th May	"EMPERESS OF BRITAIN" FRI., 16th June
"EMPERESS OF CHINA" SAT., 10th June	"ALLAN LINE" FRIDAY, 7th July
"MONTAGLE" WEDNESDAY, 28th June	

The Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN or QUEBEC with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus, 1st Class, via Canadian Atlantic Ports or New York \$71.10 Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York \$71.10 Intermediate on Steamers, 1st Class, via Canadian Atlantic Ports or New York \$43. 2nd Class, via Canadian Atlantic Ports or New York \$24.50.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line. R.M.S. "MONTAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD. SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents. For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to P. W. CRADDOCK, General Traffic Agent, for China, Corner Fodder Street and Praya, opposite Blake Pier.

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

TRIPS TO TONKIN.

S.S. "TOUAREG," Capt. E. de Catalano.

MAIL LINE BETWEEN HONGKONG AND HAIPHONG

(via Kwang Chow Wang).

Fortnightly Service in 53 hours, under French Government Contract.

Leaves Hongkong on WEDNESDAY, at 9 A.M.

Arrives Haiphong on FRIDAY, at 2 P.M.

1st and 2nd CLASSES ON BOARD.

For Passages and Freight, apply to

P. THOMAS, M.M. Co.'s AGENT.

Hongkong, 3rd January, 1911.

THE BANK LINE, LIMITED.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, B.C. & SEATTLE

SHANGHAI AND JAPANESE PORTS.

Steamers	Tons	Captain	To Sail on or About
STRATHARDLE	4,380	Lamont	13th April
SUYERIO	6,232	F. S. Cowley	4th May

To be followed by other Steamers of the Company at regular intervals. The Steamers of the BANK LINE, LTD., carry Cargo on through Bills of Lading to all overland Common Points in the United States of America and Canada, and also for the Chief Ports in Mexico, and Central and South America. Will call at AYOY and KEELUNG if sufficient inducement offers.

The Steamers of the Line are of the most modern type, have excellent accommodation throughout with Electric Light, the "Lucerne" and "Orterio" also having Wireless Telegraphy. Special Arrangements have been made for Express Parcels to American and Canadian Points. For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED,

KING'S BUILDING, PRAYA CENTRAL.

AUSTRALIAN COAL.
 STOCKS OF THE FINEST
STEAM COAL, GAS COAL, HOUSE COAL.
 From the West Wallend and Aberdare Mines (New South Wales) always on hand.
 For Prices, delivered or ex Godown, apply to—
ANDREW WEIR & Co.
 (THE BANK LINE AGENCY),
 KING'S BUILDING (Fourth Floor), 173
 Hongkong, 16th March, 1911.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERIAN, GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DEVANHA"

Captain H. Powell, carrying H. Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 1st April, 1911, at Noon, taking passengers and Cargo for the above ports in connection with the Company's s.s. "MOLDAVIA," 10,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, Tea and Cargo for London (under arrangements) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London other cargo for London, &c., will be conveyed via Bombay by the S.S. "MANTUA," due in London on the 12th May, 1911.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to—
SANDER, WIELER & Co., Agents
 Princes' Buildings,
 Hongkong, 6th March, 1911.

Superintendent.
 Hongkong, 20th March, 1911.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

J. N. A. B. 1/2—2 chests PERSIAN OPIUM from Bombay or s.s. "ASSAYE" arrived Hongkong 17th February, 1911.

THIS is to give Notice that the above Chests of Opium are lying in the Godown of the P. & O. S. N. Co., at Hongkong, at Consignees' risk and expense. Interested parties are requested to communicate with the undersigned with a view to delivery being effected.

E. A. HEWETT,

Superintendent,
 P. & O. S. N. Co., Hongkong.
 Hongkong, 20th March, 1911. [480]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo, the above-named vessel are hereby informed that the goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo—
 From London, &c., ex s.s. "Namu" and "Mongolia".

From Australia, ex s.s. "Malva".

From Persia, Gulf, or s.s. B. I. S. N. and B. & P. S. N. Co. Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 5 hours.

Goods not cleared by the 22nd inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, PALMA and YOKOHAMA	Capt. E. W. Cockman, R.N.R.	About 26th Mar.	Freight only
SHANGHAI	DELHI	About 30th Mar.	Freight and Passage.
LONDON via USUAL PORTS	DEVANHA	Noon, 1st April	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PEN- ANG, COLOMBO, and PORT SAID	Capt. H. Powell	April	Passage.
SHANGHAI, MOJI, KOBE, SICILIA and YOKOHAMA	Capt. C. W. Watkins, R.N.R.	About 8th April	Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT,
Superintendent

Hongkong, 23rd March, 1911.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
HOIHOW and HAIPHONG	"SINGAN"	On 23rd Mar., Noon.
SHANGHAI	"LINAN"	On 23rd Mar., 4 P.M.
AMOI, SHANGHAI, and CHINKIANG	"ICHANG"	On 23rd Mar., 4 P.M.
SWATOW, TSINGTAU, and CHIFOO	"YUNNAN"	On 25th Mar., 4 P.M.
SHANGHAI	"CHINHUA"	On 25th Mar., 4 P.M.
MANILA, CEBU, and ILOILO	"KAIPOH"	On 28th Mar., 4 P.M.
MANILA, ZAMBOANGA, THUR- DAY ISLAND, COOKTOWN, CAIBNS, TOWNSVILLE, BRIS- BANE, SYDNEY & MELBOURNE	"TAIYUAN"	On 10th April, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo looked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murrays Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN.
For Freight or Passage apply to—
HONGKONG, 23rd March, 1911BUTTERFIELD & SWIRE,
AGENTS. [10]

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH
DEUTSCHE DAMPFSCHEFFFAHRTS-GESELLSCHAFT "HANSA."Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South America Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	S.S. SENEGAMBIA	24th March
	S.S. SUBVIA	7th April
	S.S. BAYERN	20th April
	S.S. FREINEL	6th May
	S.S. SCANDIA	18th May
	S.S. SLAVONIA	4th June
	S.S. SAXONIA	15th June

For Further Particulars, apply to—

HOMEWARD.

FOR	STEAMERS	TO SAIL
BREMEN, HAMBURG & ANTWERP	S.S. AMBRIA	25th March
HAVRE, ROTTERDAM & HAMBURG	S.S. FREUSSEN	1st April
MARSEILLES, ROTTERDAM & HAMBURG	S.S. ALESIA	14th April
HAVRE, ROTTERDAM & HAMBURG	S.S. REINEL	22nd April
HAVRE, BREMEN & HAMBURG	S.S. SENEGAMBIA	24th April
ROTTERDAM, HAMBURG & ANTWERP	S.S. BELGRAVIA	10th May

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 23rd March, 1911.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOI AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIPS	CAPTAIN	LEAVING.
"HAITAN"	Capt. J. S. Roach	FRIDAY, 24th Mar., at 11 A.M.
"HAICHING"	Capt. W. C. Pascoe	TUESDAY, 28th Mar., at 11 A.M.
"HAITYANG"	Capt. A. E. Hodgins	FRIDAY, 31st Mar., at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

STEAMSHIPS	CAPTAIN	LEAVING.
"HAIMUN"	Capt. A. H. Stewart	SUNDAY, 26th Mar., at 10 A.M.
		WEDNESDAY, 29th Mar., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to—DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 22nd March, 1911.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
TIENTSIN via SWATOW & WEL- HAIWAI	"CHONGSHING"	Thursday, 23rd Mar., Noon.
MANILA	"LOONGSHANG"	Saturday, 25th Mar., 2 P.M.
SHANGHAI via SWATOW	"HANGSANG"	Saturday, 25th Mar., 11 P.M.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Tuesday, 28th Mar., Noon.
TIENTSIN	"CHIPSING"	Tuesday, 28th Mar., Noon.

RETURN TOURS TO JAPAN,

(OCCUPYING 24 DAYS).

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.
Telephone No. 215, Sub. Exch. 4.For Freight or Passage, apply to—
HONGKONG, 23rd March, 1911.JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGER.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG and COLOMBO, SUEZ and PORT SAID	KANAGAWA MARU Capt. C. H. Butler, HIRANO MARU Capt. H. Fraser, TANGO MARU Capt. K. Kawara, SADO MARU Capt. J. Richards,	7,000 9,000 8,000 7,000	THURSDAY, 23rd March, WEDNESDAY, 29th March, at Daylight WEDNESDAY, 12th April, at Daylight SATURDAY, 25th April, from Kona
VICTORIA B.C. & SEATTLE	INABA MARU Capt. Tominga, TAMBA MARU Capt. K. Noda,	7,000 7,000	TUESDAY, 28th March, at Noon TUESDAY, 25th April, at Noon
VICTORIA, B.C. and SEATTLE, via SHANG- HAI, MOJI, KOBE, YOKKAICHI, and YOKO- HAMA	NIKKO MARU Capt. M. Yagi, KUMANO MARU Capt. M. Winkler,	6,000 6,000	FRIDAY, 14th April, at Noon FRIDAY, 12th May, at Noon
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	BINGO MARU Capt. S. J. G. Parsons, AKI MARU Capt. K. Homma,	7,000 6,000	WEDNESDAY, 29th March, THURSDAY, 30th March, at 11 A.M.
SHANGHAI, MOJI and KOBE	CEYLON MARU Capt. Fred. Fyne, KUMANO MARU Capt. M. Winkler,	7,000 6,000	TUESDAY, 4th April, WEDNESDAY, 12th April, at Noon
BOMBAY via SINGAPORE, and COLOMBO			
NAGASAKI, KOBE and YOKOHAMA			

Fitted with New System of Wireless Telegraphy.

PASSENGER SEASON, 1911.

Steamers.	Tons.	Leave H.K.	To London, per New Steamer	RATES OF PASSAGE.
HIRANO MARU	9000	29th Mar.	"	1st Class S Y. 550.00
TANGO	8000	12th April	"	2nd Class S Y. 325.00
KAMO	9000	25th "	"	1st Class S Y. 540.00
AKI	7000	10th May	"	2nd Class S Y. 500.00
MISHIMA	9000	24th "	"	1st Class S Y. 750.00
			"	2nd Class S Y. 330.00
			"	3rd Class S Y. 495.00
Steamers.	Tons.	Leave H.K.	To Pacific Coast Common Ports:	RATES OF PASSAGE.
INABA MARU	7000	28th Mar.	"	1st Class S 230
TAMBA	7000	25th April	"	2nd Class S 221
AWA	7000	23rd May	"	1st Class S 240
			via St. Lawrence:	1st Class S 259

For further information as to Freight, Passage, Sailings, &c., apply to
T. KUSUMOTO, MANAGER.

U.S. MAIL LINE. PACIFIC MAIL S.S. CO.

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

STEAMERS	Tons	SAILING DATES.
SIBERIA	18,000	FRIDAY, 24th March, at 1 P.M.
MANCHURIA	27,000	SATURDAY, 8th April, at 1 P.M.
MONGOLIA	27,000	SATURDAY, 29th April, at 1 P.M.
KOREA	18,000	SATURDAY, 27th May, at 1 P.M.
SIBERIA	18,000	FRIDAY, 9th June, at 1 P.M.
MANCHURIA	27,000	SATURDAY, 24th June, at 1 P.M.
MONGOLIA	27,000	SATURDAY, 15th July, at 1 P.M.
KOREA	18,000	FRIDAY, 11th Aug., at 1 P.M.

All Steamers are Equipped with Wireless Telegraphy.
THE P.M. S.S. "SIBERIA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 24th March, at 1 P.M.

FARES: HONGKONG TO LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application.
To European Ports: Officials of any European Naval, Military, Diplomacy, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan.
To United States Ports: Commissioned Officers of the United States Army, Navy, U.S.P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Ports: Members of the Naval, Military, Diplomacy and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points:—Missionaries and their families.

INTERMEDIATE SERVICE.

CHINA	10,200 Tons	FRIDAY, 31st March, at 1 P.M.
ASIA	9,500 Tons	FRIDAY, 21st April, at 1 P.M.
PERSIA	9,000 Tons	FRIDAY, 19th May, at 1 P.M.

THE S.S. "CHINA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 31st March, at 1 P.M.

On the Fine Mail Steamers, ASIA, CHINA and PERSIA First Class SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG TO LONDON via Canadian Atlantic Ports. £43.
via New York " " £25.
HONGKONG TO SAN FRANCISCO " " £25.
Through Bills of Lading issued to Japan, North, Central and South American Ports.
For further information as to Passage and Freight, apply to the Agency of the Companies, KING'S BUILDING (opposite Blake Pier).

FRE J. HALTON, AGENT.

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

Head Office for the Far East:— 15, DES VŒUX ROAD, HONGKONG.
SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.
CROWN OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

STEAMER	Tons	CAPTAIN	DATE OF SAILING.
CHIYO MARU	21,000	W. W. Greene	FRIDAY, April 14th, 1 P.M.
AMERICA MARU	11,000	A. G. Stevens	FRIDAY, May 5th, 1 P.M.
TENYO MARU	21,000	E. Bent	FRIDAY, May 12th, 1 P.M.
NIPPON MARU	11,000	H. S. Smith	FRIDAY, June 2nd, 1 P.M.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.
THE Triple Screw Steamer "CHIYO MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 14th April, at 1 P.M.

SOUTH AMERICAN LINE.

(In Connection with NATIONAL RAILWAY of MEXICO at MANZANILLO).
Only Regular Direct Service to MEXICAN, PERUVIAN and CHILIAN PORTS.

STEAMER	Tons	CAPTAIN	DATE OF SAILING.
BUYO MARU	10,500	K. Hashimoto	WEDNESDAY, April 19th, 1 P.M.
HONGKONG MARU	11,000	H. Hinokuma	SATURDAY, June 12th, 1 P.M.
KIYO MARU	17,500	H. Nishi	TUESDAY, Aug. 15th, 1 P.M.

THE Steamer "BUYO MARU" will be despatched for MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE, VALPARAISO and CORONEL on WEDNESDAY, 19th April, at 1 P.M.

FARES FROM HONGKONG.

to SAN FRANCISCO	£ 45-0-0, Single
" NEW YORK	" 60-0-0, "
" LONDON	" 71-10-0, "
" SALINA CRUZ or MANZANILLO	Yen. 420-00, Single
" VALPARAISO	Yen. 570-00, "

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense.
TO EUROPEAN PORTS:—Officials of any European Naval, Military, Diplomacy, Consular or Civil Services located in Asia, to European Officials in the Service of the Government of China and Japan.

TO CANADIAN AND UNITED STATES PORTS:—Commissioned Officers of the United States Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call. TO ALL PORTS:—Missionaries and their families.

(These concessions apply to San Francisco Line Only).
These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.
"TENYO MARU" and "CHIYO MARU" are fitted with Turbine Engines and Triple Screw. Record Speed 2 1/2 knots.Through Bills of Lading issued to North, Central and South American Ports.
For Further Particulars as to Passage and Freight, apply toMATSUDA, LOCAL MANAGER,
King's Building (Opposite Blake Pier).

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY
AND
THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.
(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via SHANGHAI, MOJI, KOBE and YOKOHAMA	"MEXICO MARU"	6,064	TUESDAY, 4th April, at Daylight
VICTORIA, B.C. & TACOMA via NAGASAKI, KOBE and YOKOHAMA	"CHICAGO MARU"	6,182	WEDNESDAY, 19th April, at Daylight

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for stowage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
TAMSUI via SWATOW and AMOI	"DAIGI MARU"	SUNDAY, 26th Mar., at 10 A.M.
ANPING via SWATOW and AMOI	"SOSHU MARU"	WEDNESDAY, 29th Mar., at 8 A.M.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

703]

S. HIROI,
MANAGER.

RODI & WIENENBERGER,

A.G.
PFORZHEIM i/B.

THE Undersigned Agent keeps a STOCK of Genuine Rolled Gold Jewellery: Necklets, Bracelets, Brooches, Scarf Pins, Watch-Chains, etc.

FOR INSPECTION INVITES:

HUGO C. A. FROMM,
TELEPHONE 960. 4, QUEEN'S BUILDING, TOP FLOOR.

51-4

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

The *Kleist* with the German Mail of the 22nd Feb., left Singapore on Saturday, the 18th inst., at 11 p.m., and may be expected here to-day.

The *Ville de la Ciotat*, with the French Mail of the 24th February, left Singapore on Monday, the 20th inst., at 5 p.m., and may be expected here on or about Monday, the 27th inst.

FOR	PER	DATE
Swatow	Holens	Thursday, 23rd, 8.00 A.M.
Hai Phong	Singap	Thursday, 23rd, 11.00 A.M.
Nagasaki, Kobe and Yokohama	Bender	Thursday, 23rd, 11.00 A.M.
Shanghai	Glentrac	Thursday, 23rd, 11.00 A.M.
Swatow, Weihaiwei and Tientsin	Cheongshing	Thursday, 23rd, 11.00 A.M.
Macao	Sui Tai	Thursday, 23rd, 1.15 P.M.
Shanghai	Linan	Thursday, 23rd, 3.00 P.M.
Amoy, Shanghai and Cheuking	Jehang	Thursday, 23rd, 3.00 P.M.
Swatow and Bangkok	Phranang	Thursday, 23rd, 5.00 P.M.
Swatow, Shanghai and Bangkok	Phaburi	Thursday, 23rd, 5.00 P.M.
Hoihow and Pakhoi	Johanne	Friday, 24th, 9.00 A.M.
Swatow, Amoy and Foochow	Haitan	Friday, 24th, 10.00 A.M.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA,
HONOLULU and SAN FRANCISCO
(SIBERIAN MAIL TO EUROPE)

Macao
Hoihow, Singapore and Bangkok
Swatow and Shanghai
Manila Cebu and Iloilo
Batavia, Cheribon, Samarang and Sourabaya
Manila
Saigon
Swatow, Tientsin and Chefoo
Shanghai
Swatow, Singapore and Bangkok

SHANGHAI
SIBERIAN MAIL TO EUROPE

Manila, Yed, Angkor, Friedrich Wilhelmshafen, Hamburg, Herberichshof, Matsupi, Brisbane, Sydney, Hobart, Launceston, Newcastle, Dunedin, Melbourne, Adelaide, Perth and Fremantle

Swatow
SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA
(SIBERIAN MAIL TO EUROPE)

Shanghai, Moji, Kobe, Yokohama, Yokohama, Victoria B.C. and Seattle Wash.

EUROPE, A.C. INDIA VIA TUTORIN
(Late letters 11.00 A.M. to NOON. Extra Postage 10 cents.)
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

BEAUTY IS ONLY ONE OF ITS MANY MERITS. HALL'S SANITARY DISTEMPER

HAS THESE GREAT ADVANTAGES IN ADDITION

It is made in a wide range of 70 colours, including rich dark as well as light shades.

It contains no lead, therefore ceilings coated with white or tinted Hall's Distemper do not turn black with sulphur.

It sets the hardest of any article yet offered, and neither cracks, blisters, nor peels off.

It is washable three weeks after being applied.

It is a strong disinfectant and should be used in all fever or infectious cases as recommended by the medical faculty.

It is non-poisonous and clean in working.

It destroys lice, bugs, and other objectionable insects.

Many of the colours will stand on new plaster walls.



"The advantages of using a paint which contains an effective microbe destroyer are obvious. A distinct advantage is the readiness with which it may be cleaned without injuring it."

SOLE AGENTS:

WILLIAM C. JACK & CO., LTD.,
14, DES VŒUX ROAD CENTRAL, HONGKONG.

NOTICE.

H. PRICE & CO., LTD.,

IN pursuance of Section 6 of the Company's Articles of Association, the Directors have decided to issue 3,000 un-allotted Shares (being the balance of 15,000 Shares authorised to be issued under the Company's Articles of Association).

The 3,000 un-allotted Shares will be issued at 20% premium (i.e., \$12 per Share for each fully paid up \$10 Share).

Shareholders whose names appear in the Company's Register, are entitled to One new Share for every Four Shares registered in their names on the 11th day of April, 1911.

Applications for the New Issue should be sent to the Secretary of the Company on or before the 11th of April, 1911, together with cheque in payment thereof, as after that date the Directors will proceed to dispose of all new Shares not applied for, without further notice, on such terms and conditions as they may think fit.

The new issue will be entitled to participate in the profits of the Company as from the 1st day of January, 1911.

The Transfer Book of the Company will be closed from the 11th to the 18th April, 1911.

By Order,

A. CHARLTON

Secretary.

Hongkong, 21st March, 1911.

[388]

COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS.

	March 22nd.
ON LONDON:	
Telegraphic Transfer	1/9 1/2
Bank Bills, on demand	1/9 1/2
Bank Bills, at 30 days' sight	1/9 1/2
Bank Bills, at 4 months' sight	1/9 1/2
Credit, at 4 months' sight	1/9 1/2
Documentary Bills 4 months' sight	1/9 1/2
ON PARIS:	
Bank Bills, on demand	226 1/2
Credit, at 4 months' sight	230 1/2
ON GERMANY:	
On demand	183
ON NEW YORK:	
Bank Bills, on demand	43 1/2
Credit, at 60 days' sight	44 1/2
ON BOMBAY:	
Telegraphic Transfer	133 1/2
Bank, on demand	133 1/2
ON CALCUTTA:	
Telegraphic Transfer	133 1/2
Bank, on demand	133 1/2
ON SHANGHAI:	
Bank, at sight	74 1/2
Private, 30 days' sight	75 1/2
ON YOKOHAMA:	
On demand	87 1/2
ON MANILA:	
On demand	87 1/2
ON SINGAPORE:	
On demand	107 1/2
ON HAI PHONG:	
On demand	1 1/2 p.m.
ON SAIGON:	
On demand	86 1/2
SOVEREIGN Bank's Buying Rate	\$11.10
GOLD LEAF, 100 fine, per tael	\$87.80
BAR SILVER, per oz.	24 1/2

SUBSIDIARY COINS.

	per cent.
Chinese	20 cents pieces, \$5.80 discount.
Chinese	10 " \$7.20 "
Hongkong	20 " \$6.65 "
Hongkong	10 " \$7.08 "

SHARE LIST.—QUOTATIONS.

HONGKONG, MARCH 22ND, 1911.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$885, sales
National Bank of China, Limited	99,925	\$7	26	\$84.10, buyers
China Bank Company, Limited	60,000	\$12	\$12	\$11, sellers
China Light and Power Company, Limited	50,000	\$10	\$10	\$1, buyers
China Provision Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	\$7 1/2
COTTON MILLS.				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 85, sellers
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	Tls. 48, buyers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 59
Laou-Kung-Mow C. Spin. & Weav. Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 23, buyers
Soy Chee Cotton Spinning Co., Limited	20,000	Tls. 50	Tls. 50	Tls. 23, buyers
DUCKS AND WEARERS.				
H'kong & Kowloon Wharf & G. Co., Ltd.	360,000	\$50	all	\$50, sales
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$50, sales
New Amoy Dock Co., Limited	10,000	\$63	\$63	\$63, buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 65, buyers
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 94, buyers
Fenwick & Co., Limited	18,000	\$25	\$25	\$25, buyers
Green Island Cement Co., Limited	400,000	\$10	\$10	\$25.50, sellers
Hongkong and China Gas Co., Limited	7,000	\$40	\$40	\$200, buyers
Hongkong Electric Co., Limited	60,000	\$10	\$10	\$23, sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$106, buyers
Hongkong Ice Company, Limited	8,000	\$25	\$25	\$156, buyers
Hongkong Rope Manufacturing Co., Limited	5,000	\$25	\$25	\$174, sellers
H'kong & South China Steam Fisheries Co., Ltd.	60,000	\$10	\$10	\$7, buyers
INSURANCE.				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$180, buyers
China Fire Insurance Co., Limited	20,000	\$300	\$20	\$119, sales
China Traders Insurance Co., Limited	24,000	\$33.33	\$25	\$87 1/2, buyers
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$335, sellers
North China Insurance Co., Limited	10,000	\$45	\$45	Tls. 155, buyers
Union Insurance Society, Limited	12,400	\$250	\$100	\$835, buyers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$207 1/2
LANDS AND BUILDINGS.				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	\$100	\$94, buyers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$69, sales
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$32, sellers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 99, buyers
West Point Building Co., Limited	12,500	\$50	\$50	\$46, buyers
Mining.				
Société Française des Charb. gas du Tonkin	16,000	Fcs. 250	all	\$700, buyers
Reub. Australian Gold Mining Co., Ltd.	200,000	\$1	\$1	\$23, buyers
Peak Tramways Co., Limited	25,000	\$10	all	\$13, buyers
Philippine Co., Limited	30,000	\$10	\$1	\$14, buyers
REFINERIES.				
China Sugar Refining Co., Limited	20,000	\$100	all	\$103 1/2, sal. & bu.
Luxon Sugar Refining Co., Limited	7,000	\$100	all	\$63, sales
Robinson Piano Co., Limited	4,000	\$50	\$50	\$50, buyers
STEAMSHIP COMPANIES.				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$81, buyers
Dongles Steamship Co., Limited	20,000	\$50	all	\$19, buyers
Hongkong, Canton & Macao S.B. Co., Ltd.	80,000	\$15	\$15	\$293, sellers
Indo-China Steam Navigation Co., Ltd.	60,000 pref. 60,000 def.	\$5	all	60, bu. £5.7.6.
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	\$8.9, buyers
Star Ferry Company, Limited	10,000	\$10	\$10	\$23, buyers
South China Morning Post, Limited	10,000	\$10	\$5	\$12, buyers
Steam Laundry Company, Limited	6,000	\$25	\$25	\$25, buyers
STORES AND DISPENSARIES.				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$106, buyers
Wm. Powell, Limited	15,000	\$7	\$7	\$3, buyers
Watkins, Limited	10,000	\$10	\$10	\$3, sellers
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$7, sellers
Weissmann, Limited	3,000	\$10	\$10	\$12, buyers
United Asbestos Oriental Agency, Limited	9,900 ordy. 100 fbers	\$10	\$4	\$10, sellers
Union Waterboat Co., Limited	50,000	\$10	\$10	\$300, buyers
RUBBER.				
Para Rubber in London				6/5 sellers per lb.
LOANS.				
Chinese Imperial 1896	Tls. 767,200	Tls. 250	7 1/2 p. annum	Par.
				VERNON & SMYTH, Share-Brokers.

FORTHCOMING EVENTS.

Saturday, 25th March—Twenty-Second Ordinary Annual Meeting of Green Island Cement Co., Ltd., 11.30 A.M.	Tuesday, 4th April—Extraordinary General Meeting of the Hongkong Fire Insurance Co., Ltd., Noon.
Saturday, 25th March—Auction of Valuable Household Property at Sales Room, by Mr. Geo. P. Lammer, 3 P.M.	Wednesday, 25th April—Thirty-Eighth Ordinary Yearly Meeting of Union Insurance Society of Canton, Ltd., Noon.
Saturday, 25th March—Annual Dinner of Devonian Society, at Hongkong Hotel, 8 P.M.	Wednesday, 26th April—Forty-Eighth Ordinary Yearly Meeting of China Traders' Insurance Co., Ltd., 12.30 P.M.
Saturday, 25th March—Operatic Concert by Mlle. Gauthier at Theatre Royal, 9 P.M.	
Monday, 27th March—Auction of Crown Land at Kennedy Rd., by Public Works Dept. 3 P.M.	
Tuesday, 28th March—Eighty-Second Yearly Meeting of The China-Borneo Co., Ltd., 12.15 P.M.	
Wednesday, 5th April—Bandmann Opera Co. at Theatre Royal, 9 P.M.	
Saturday, 1st April—Annual Dinner of Oxford and Cambridge Dinner, at Hongkong Club, 7.45 P.M.	

THE CIGARETTES OF DISTINCTION

Bouton Rouge
and **Felucca**



A LUXURY TO
THE MAN
OF TASTE

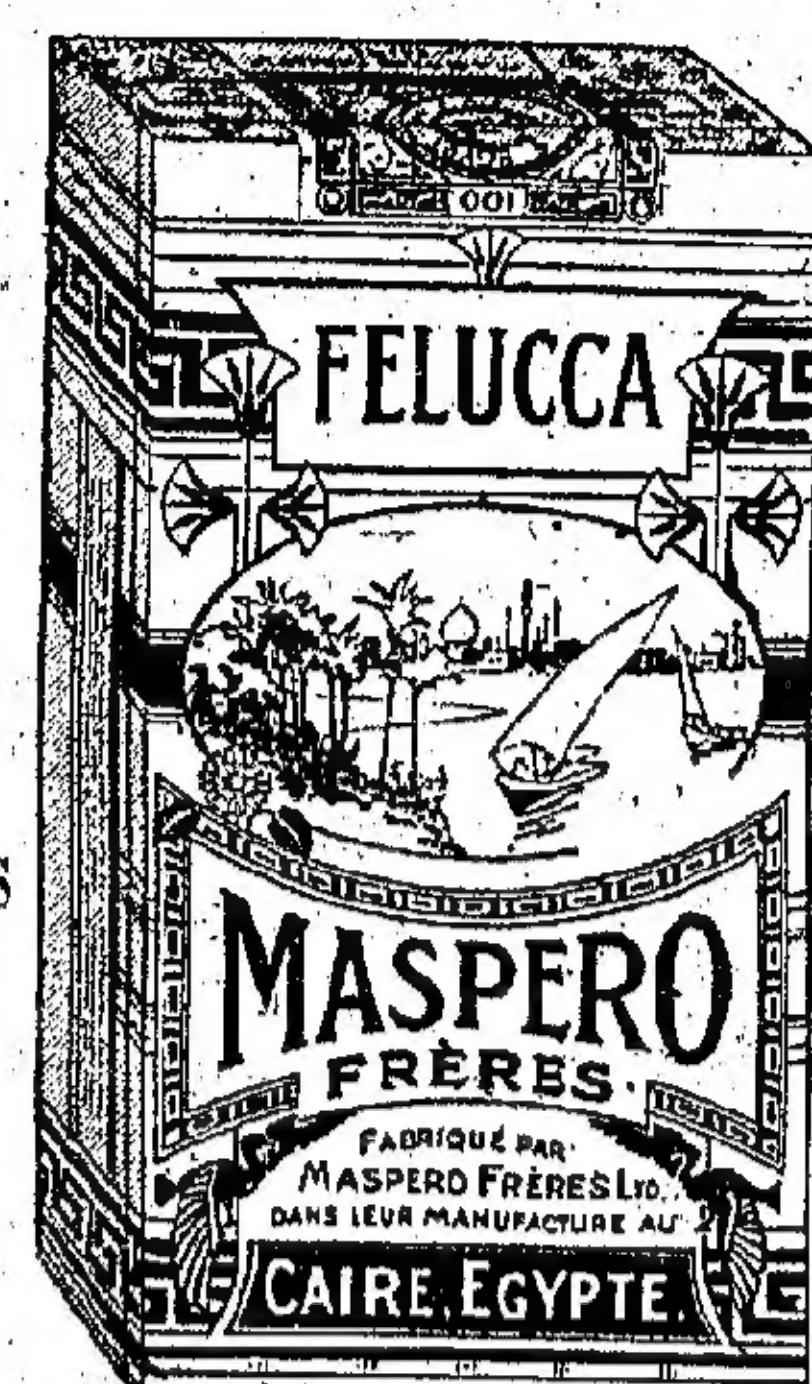
IN 50's & 100's

HERMETICALLY SEALED BOXES

AT \$4.20 AND \$2.80

PER 100

FROM ALL TOBACCONISTS.



THE NESTLÉ & ANGLO-SWISS CONDENSED MILK CO.

CHAM (SWITZERLAND) AND LONDON.



Another Famous Product of the above Company is its
STERILIZED NATURAL MILK.

A trial of which will satisfy you of its EXCELLENCE.

PRICE:

20 Cents Per Tin—
\$2.50 Per Doz. Tins.
\$9.00 Per Case of 4 Doz. Tins.

ON SALE AT—
LANE, CRAWFORD & Co.
KWAN TEE, Queen's Road Central.
CHEONG TEE, Queen's Road Central.
MAN YUEN, Queen's Road East.
NAM HING LOON, Queen's Road Central.
MUTUAL STORES, Queen's Road Central.
HONGKONG CO-OPERATIVE SOCIETY,
11, Caine Road.



JOHNNIE WALKER'S WHISKY.

WHITE LABEL (Old Highland).

\$19.50 - - PER CASE OF 12 BOTTLES.

RED LABEL (Special).

\$25.75 - - PER CASE OF 12 BOTTLES.

SIEMSEN & CO.,
HONGKONG AGENTS.

OPIMUM.

	March 20th
Malwa New	\$2,350/2,400 per picul
Malwa Old	\$2,410/2,420 "
Malwa Older	\$2,430/2,450 "
Malwa V. Old	\$2,460/2,500 "
Persian fine quality	\$1,200/1,400 "
Persian extra fine	\$2,050 "
Patna New	\$2,500 per chest
Patna Old	"
Benares New	\$2,425 "
Benares Old	"

FOR EUROPE AND AMERICA,
INDIA, AUSTRALIA, &c.,
and for
PRIVATE RESIDENTS AT THE OUTPOSTS.
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